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Baltimore. Mayor

THE

MAYOR'S MESSAGE,

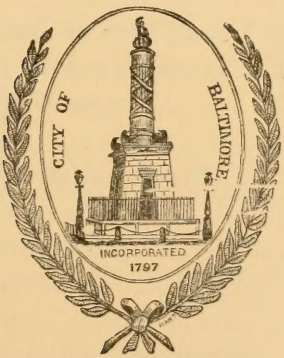
AND

REPORTS OF THE CITY OFFICERS,

MADE TO THE

CITY COUNCIL OF BALTIMORE

For the Year 1882.



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MAYOR'S MESSAGE.

BALTIMORE, January 29, 1883.

Fellow-citizens of the First and
Second Branches of the City Council:

I have the honor to submit the following observations upon the "general state of the city, with an accurate account of the money received and expended, to be published for the information of the citizens:"

The report of the Commissioners of Finance exhibits detailed statements as to the financial condition of the city on the 31st day of December, 1882.

This general information will be gathered from its perusal.

The Financial Condition of the Corporation.

Amount of funded debt, December 31, 1882	$35,453,691 73	
Amount of guaranteed liabilities, December 31, 1882	1,492,000 00	
Amount carried forward....		$36,945,691 73

Amount brought forward...		$36,945,691 73
Less amount of cash in bank, set aside for the redemption of Water Stock 1875, now outstanding.....		4,840 00
		$36,940,851 73
Of this amount interest is provided or paid as follows:		
The Baltimore and Ohio Railroad Company upon.	$5,000,000 00	
The City Passenger Railway Companies upon.....	555,566 25	
The Water Board from income upon.....	9,000,000 00	
The Union Railroad Company upon	117,000 00	
The Western Maryland Railroad Company upon.....	571,000 00	$15,243,566 25
		$21,697,285 48
Productive Investments:		
The Baltimore and Ohio Railroad Stock, 32,500 shares at $180 per share.	$5,850,000 00	
Baltimore and Reisterstown Turnpike Company Stock, 550 shares.....	1,500 00	
Amounts carried forward ...	$5,851,500 00	$21,697,285 48

Amounts brought forward..		$5,851,500 00	$21,697,285 48
The Sinking Funds, value..		8,427,086 43	
The Frederick Turnpike Company Stock, 137 shares.....		206 00	
The Real Estate, annual rental.	$7,746 76		
The Wharf Property, annual rental.....	35,000 00		
The Market Houses, annual income...	50,000 00		
	$92,746 76		
This provides interest upon.		1,545,779 00	
			15,824,571 43
Balance.....			$5,872,714 05

Unproductive Investments:

Western Maryland Railroad Company, 4,000 shares stock	$200,000 00
Western Maryland Railroad Company, mortgages to secure endorsements and loan of City Stock	2,175,000 00
Western Maryland Railroad Company, accrued interest advanced.....	1,512,000 00
Amount carried forward....	$3,887,000 00

Amount brought forward ..	$3,887,000 00	
Baltimore, Susquehanna and Tidewater Canal Company Stock, 7,600 shares.	380,000 00	
Baltimore and Hall Springs Railway Company Stock, 1,070 shares, par $20.....	21,400 00	
Valley Railroad Company of Virginia Stock.....	1,000,000 00	
Baltimore and Yorktown Turnpike Company Stock, 625 shares.		
Baltimore and Havre de Grace Turnpike Company Stock, 120 shares.....		
		$5,288,400 00

The addition of the value of the Court houses, Record office and other property of the city, estimated as worth $10,000,000, would swell the unproductive assets to the sum of $15,288,400.

COMPARISON OF THE DEBT AS OF DECEMBER 31, 1881, WITH THAT OF DECEMBER 31, 1882.

The funded debt and guarantees on December 31, 1882, amounted to.....		$36,945,691 73
These issues amounted, December 31, 1881, to		36,386,191 73
Amount of increase during the year.....		$559,500 00

Thus accounted for:		
Amount of 5 per cent. Jones' Falls loan issued	$ 88,500	
Amount of paving loan 1900 issued	100,000 00	
Amount of Western Maryland Railroad loan 1925 issued	371,000 00	
		$559 500 00
The premium realized on the Western Maryland Railroad loan of 1925 was		$11,417 80

INCREASE OF FUNDED DEBT AUTHORIZED.

The Jones' Falls loan, by ordinance No. 12 of 1870	$831,500 00
The paving loan 1920, by ordinance No. 131 of 1880	355,000 00
The Western Maryland Railroad loan 1925, by ordinance No. 71 of 1882	313,000 00
The water loan 1922, by ordinance No. 91 of 1882	500,000 00
The Patterson Park extension loan, by ordinance No. 120 of 1882	200,000 00
	$2,199,500 00

The SINKING FUNDS' statement shows that on the 31st December, 1882, the value of the funds, estimating city stock at par, amounted to $8,427,086 43

As of December 31st, 1881	8,130,286 45
Increase of funds from accruing interest and other sources during the year	$ 276,799 98

WESTERN MARYLAND RAILROAD SINKING FUND.

This sinking fund, held by the Register in trust for the redemption of the bonds of the Western Maryland Railroad Company guaranteed by the city, and the loan to it has increased $9,952.38. The value of this fund December 31st, 1882, was $214,111.47.

The report of the *Register* shows the receipts of the city from collections of taxes and other income proper for the support of the city government for the year ending December 31, 1882, as follows, viz:

RECEIPTS—INCOME PROPER.

From	City Collector, levy of 1882	$2,460,164 03	
"	City Collector, levies of 1881 and previous years	883,102 41	
			$3,343,266 44
"	public schools, tuition fees and J. F. Plummer		47,073 81
"	markets, rents, &c		53,741 31
"	wharfage		34,950 06
"	general licenses		41,763 61
"	auction duties		8,102 13
"	conscience fund		6,561 96
"	Baltimore and Ohio Railroad Company, dividend on stock		325,000 00
"	aggregate of sundry regular sources		37,407 82
Actual income			$3,897,867 14

As will be seen, the actual income in 1882 was $3,897,867.14, which shows a decrease of income of $341,536.45,

at compared with the receipts of 1881 from the same sources. This is readily accounted for by the Collector:

"The decrease in the receipts of taxes in arrears, as compared with the receipts in 1881, is largely accounted for by the fact that the amount of back taxes was smaller to collect from. In 1881, taxes were being collected for the years 1877 and 1878, when the rate was $1.75 and $1.90, respectively. These years are now barred by limitations; and in 1879, the rate was only $1.50, and the following years only $1.37—thus making the amounts of the bills average, probably, thirty per cent. less by these lower rates of taxation. In further proof of this fact, I would state that in the year 1881 there were collected 7,212 personal bills of taxes in arrears, whereas in 1882 there were collected 8,261 personal back bills, showing an excess of over 1,000 bills collected in 1882, yet the amount realized was considerably smaller."

It is manifest that collections from taxes in arrears cannot be relied upon as probable income to the extent of similar collections of recent past years, for the amount of the outstanding dues have been so largely reduced.

The actual expenses for 1882 were as follows, viz:

DISBURSEMENTS—EXPENSES OF THE CITY.

Interest on the funded debt	$1,069,619	26
Expenses of courts, jail, registration and judgments	219,542	54
Public schools, less amount received from State of Maryland	461,710	12
Public schools, for new buildings	53,928	18
Amount carried forward	$1,804,800	10

Amount brought forward	$1,804,800 10
City poor	173,969 37
" account new building for insane	19,887 50
Sinking funds	13 41
Harbor Commission	64,546 13
Police Department	605,669 84
Health Department	100,746 06
Department of Street Cleaning	218,525 21
Fire Department	181,967 86
Inspector of Buildings' Department	56,873 18
City Commissioner's Department	160,746 81
Department of Lamps, Gas and Electric Lights	195,398 09
City Council expenses	53,388 88
Salaries	67,780 62
Expenses of parks and squares, exclusive of Druid Hill and Patterson	56,889 62
Special appropriations	8,802 97
Superintendent of City Hall	16,362 01
Lamplighters' salaries	45,431 40
Salaries and expenses of City Collector's office	43,683 33
State tax on city loans	10,008 54
Discount on taxes and interest on loans and paving notes	91,819 86
City's proportion for opening streets	67,894 55
General expenditures, being aggregate of sundry items	63,172 56
Total actual expenses of city government	$4,108,377 90

Although the income of the city has decreased by the cause above stated, the expenditures have been kept down to the lowest working point. Notwithstanding the fact that

an appropriation of $35,000 (not included in the annual levy) was made to meet the extraordinary demands upon the Health Department, occasioned by reason of the prevalence of small-pox in the city, the increase in expenditures over those of 1881 only amounted to $1,930.06.

If this extraordinary expense of $35,000 could have been avoided the actual current expenses of 1882 would have been less than those of 1881 by the sum of $33,069.94.

It will be seen that strict economy has been practiced in the various departments.

The expenses proper for the year 1878 were.	$4,658,022 50
For the year 1879	3,817,742 86
For the year 1880	3,947,799 27
For the year 1881	4,106,447 84
For the year 1882	4,108,377 90

I do not believe that the city government can be administered at much, if any, less cost than that of last year without reducing the pay of laborers below a living price. The laborer is worthy of his hire, and that is poor economy which does not allow him enough for the support of his family. As it is, in several of the departments the appropriations are so close as to require the reduction of the time of the employees, which is equivalent to the lowering of their daily wages.

The estimated collection of taxes made by the City Council in 1882 was not realized to the extent following:

Estimating a collection of 70 per cent. of current taxes	$2,397,500 00
Estimate of arrears	1,198,000 00
Amount carried forward	$3,595,500 00

Amount brought forward		$3,595,500 00
Amount actually collected:		
Current taxes, $72\frac{93}{100}$ per cent	$2,460,164 03	
Collection of arrears	883,102 41	
		3,343,266 44
Deficiency in amount collected, as compared with amount estimated by the Committee of Ways and Means		$252,233 56

The estimated collections not having been realized, there remains a temporary indebtedness of $261,334.15, which will be liquidated out of the $1,421,848.33 of taxes now in arrears and uncollected. A similar condition of things existed at the close of the year 1879, arising precisely from the same cause, viz: the over-estimate by the City Council of the amount of taxes which might probably be collected during the year.

The following statement from the Register's report gives the estimate of receipts and expenses for the year 1883:

The estimate of expenses for the current fiscal year, as detailed in statement B, amounts to the total of	$4,719,118 21
And the receipts from taxes in arrear, investments and other sources, as detailed in statement marked C, are	1,546,600 00
Leaving the amount to be levied for on the real and personal property in the city	$3,172,518 21

The estimates of the various departments for 1883 seem to me larger than their actual requirements; and I urge

upon you the closest scrutiny into the expenditures of last year, and I exhort you to an earnest effort towards the reduction of every unnecessary or useless expenditure of the public money in any department of the city government.

Your attention is called to the fact that the People's Passenger Railway Company and the Monumental Passenger Railway Company are both in default of payment of the park tax, and have been sued for the amounts respectively due by them.

The report of the *Comptroller* gives clear and elaborate accounts of the receipts and expenditures of the municipal government.

I call attention to his recommendation for the repeal of ordinance No. 97, approved May 6, 1880, for the same reasons as commended in my last annual message.

It is gratifying to notice the increased receipts from the collections of the Harbor Masters during the year 1882. You will observe from the annexed table the gradual annual decrease until the last year:

COLLECTIONS OF HARBOR MASTERS FROM 1875 TO 1882, INCLUSIVE.

	First District.	Second District.	Third District.	Fourth District.	Fifth District.	Aggregate
1875...	$285 73	$6,086 95	$7,023 92	$4 645 01	$19,319 47	$37,361 08
1876...	332 09	4,540 68	6,551 58	4,670 85	16,047 62	32,142 84
1877...	521 34	2,886 90	6,077 60	4,452 04	16,312 58	30,249 96
1878...	570 15	3,136 85	6 293 85	4,907 97	11,959 51	26,868 33
1879...	428 07	3,154 72	6,035 47	4,714 65	12,455 64	26,788 15
1880...	630 12	3,387 02	6,404 06	4,817 69	10,704 63	25,989 03
1881...	637 69	3,486 46	5,969 92	4,940 97	9,068 95	24,103 99
1882...	772 81	4,057 03	6,620 47	5,963 46	17,536 29	34,950 06

The *City Collector's* report shows the amount collected for city and State taxes for the year 1882 to have been $3,925,710.42, of which there was collected for the city $3,516,705.51, and for the State $409,004.91.

Table B shows the sources from which the collections for city taxes were made, to be as follows:

On account of taxes in arrears	$ 883,102 41
On account of levy of 1882	2,460,164 03
For opening, closing and widening streets	94,829 75
For paving and grading streets and alleys	78,609 32
Total collections for the city	$3,516,705 51

Table G shows the taxable basis for 1882 to have been $246,234,056, and deducting the amount of plants, $574,867, on which no city taxes were paid, it leaves $245,659,189, of which there was collected on $179,574,015, an amount equal to $72\frac{93}{100}$ per cent.

Table F shows the basis on which taxes have been collected since 1876, and also the percentage of collections.

It will be observed that instead of the basis increasing with the prosperity of the city and its natural growth, it has actually decreased since 1876 to the extent of $10,446,152. There must be some radical defect in the system of abatements which produces such results in spite of the annual assessments of new buildings and newly discovered taxable personal property.

This falling off in the basis of assessment does not confirm the theory of my immediate predecessor as expressed in his special message, September 20, 1881:

"The result of low taxes is further manifested in the large private expenditures made for building in every portion of the city. Rows of comfortable dwelling-houses, many costly single dwellings, and large and expensive warehouses, have, within the past two or three years, been erected within the city limits. Capital heretofore driven into coupon bonds, ground rents and exempt securities, by high municipal taxation, begins, under economical government and a reduced levy, to find its way into bricks and mortar, thus adding to the taxable basis of Baltimore and providing labor for the working and mechanical classes. Every reduction made in the tax rate, in my judgment, adds to the prosperity of all the people—it increases the public revenue by encouraging improvements, which, in turn, increases the tax basis."

The other interesting tables accompanying the report are worthy of your close examination.

The report of the *Appeal Tax Court* shows the number of permits for new buildings for 1882 to have been 1,660, and for additional improvements 640.

Table C of the report gives in detail the new buildings and additional improvements erected during the year, and their cash value, which is estimated at $3,152,070.

The report shows an assessment of personal property for the year ending March 1, 1882, by the bailiffs' department, to the extent of $1,314,552.

It will be observed also, that there has been an increased assessment for the year on certain property by the amount of $707,110.

The following table shows the amount of arrears of taxes charged against the Collector as of January 1, 1883:

1879.—Real	$399,729	
Personal	991,434	
		$ 1,391,163
1880.—Real	$10,590,107	
Personal	2,737,891	
		13,327,998
1881.—Real	$18,348,986	
Personal	3,924,354	
		22,273,340
1882.—Real	$56,068,356	
Personal	10,591,685	
		66,660,041
		$103,652,542

The report of the *Health Department* has been unavoidably delayed by the pressure of work, occasioned by the prevalence of small-pox to an unusual extent in the city. It will be submitted at a later period of your session.

The Health Department, on account of the presence of small-pox, has found it necessary to use the extraordinary powers provided for it in ordinance No. 125, approved October 24, 1882, by appointing a large body of extra vaccine physicians to make visitations from house to house and compel every one to be vaccinated or show good signs of recent vaccination. This work is progressing most satisfactorily. The work of quarantining houses where the disease existed; removing patients to the hospital; burying the dead; warning the living, by placing flags on infected houses; and removing and destroying infected bedding and clothing, taxed the ener-

gies of the department to its utmost. New barracks have been erected at the Quarantine Hospital to receive the increased number of patients, and every precaution used and every energy exerted to stamp out and prevent the further spread of the disease.

These barracks were erected under the direction of the Inspector of Public Buildings, at a cost of $3,869.34, and can be utilized in the future as a part of the pest hospital.

The report of Dr. Howard, in charge of the *Quarantine Hospital*, shows the work at that place for the past year.

The recommendation of Dr. Howard for the retention of the present Quarantine Hospital and grounds for a pest hospital, and its entire separation from use for quarantine purposes, meets my entire concurrence, and I ask your attention to his remarks about the occupation of the buildings recently erected at Leading Point. Attention is called to his suggestion in regard to an outlet from the grounds to the public road, and to the necessity of a stronger boat for boarding purposes.

The number of vessels boarded during the year were 754, and of these 280 were steamships.

The amount expended by the department was $23,003.80, while there is still due, under the extraordinary strain upon the hospital, the sum of $846.12.

The receipts from all sources and paid into the city treasury amounted to $7,501.76.

The original appropriation for 1882 was $18,000, which was subsequently increased by $5,000, making the whole sum of $23,000.

Considering the many cases treated and the continuous demand on the resources of the hospital, it has been maintained economically and efficiently.

The report of the *Commissioner of Street Cleaning* shows the work of that department for the year.

The withdrawal of the work of cleaning the streets from the Health Department and placing it under a distinct head has resulted most satisfactorily. The saving of money to the city in the contract for the removal of the garbage, and the amount paid into the city treasury for filling up land with ashes, &c., show that the salary paid the commissioner has been earned. He reports the removal during the year of 375,329 loads of ashes, garbage and street dirt.

The amount appropriated for this department for 1882 was $218,541.80, and the amount expended was $218,525.21, leaving a balance of $16.39.

The commissioner estimates the expenses of 1883 at $256,572.

The report of the *Fire Commissioners* shows the workings of the department for 1882. There were 358 alarms of fire, and a loss of property amounting to $330,113.84 during the year. This amount was less by the sum of $124,659.49 than the loss for the year 1881. The sum of $181,971.27 was appropriated for the use of this department, and $181,967.86 were expended.

The estimates for 1883 amount to $205,280.12.

The recommendations of the Board contain suggestions worthy of your attentive consideration.

The report of the *Trustees of the Poor* shows the transactions of the Board for the past year.

The amount appropriated for the Bayview Asylum was	$66,000 00
The amount expended	65,757 07
Balance to their credit	$242 93

Amount paid into the city treasury, from board of students, sale of live stock, &c., &c., $2,541.10.

The number of persons admitted to the asylum during the year were 1,708, and the number at present in the institution are 722. Arrangements have been made by the Water Board for the increased supply urged by the trustees, and the work is now in progress.

The report of the *Board of Visitors of the Jail* discloses the operations of that institution for the year 1882.

The expenses for the year were $53,798.12. The Board estimates the amount necessary for the support of the institution for 1883 at $60,710.50. They also ask for a special appropriation for repairs.

The Board renews its appeal for better provision to secure compliance with the law, relating to the employment of the prisoners and for the care of witnesses. The number of prisoners committed during the year were 8,440. The earnings of the Jail for 1882 amounted to $3,431.50.

The report of the *Inspector of Public Buildings* shows the work of that department for the year.

The new school house at Charles and Ostend streets, Public School No. 4, corner of Chase and McDonogh streets,

and Female Grammar School No. 16 were satisfactorily completed during the year, and were transferred to the proper authorities. Male Primary School No. 14 is progressing rapidly to its completion. The difficulty of obtaining a solid foundation has caused a larger expenditure than was anticipated, and the deficiency must be provided for. An account of the improvements and repairs at the various school houses, and of the work done in pursuance of directions of the Mayor and City Council on the City Hall, the market-houses and other public buildings, will be found specially set out in the report.

The buildings of the new quarantine hospital and boarding station at Little Hawkins' Point have been completed, and, with the heating and cooking appliances, will be finished within the appropriation of $27,000.

The Inspector reports the satisfactory progress of the work on the addition to Bayview Asylum.

Your attention is specially called to the recommendation in regard to renumbering the houses in the city; to the remarks relative to provisions for the greater security of life and property, and to the repeal of the law allowing the erection of walls four inches in thickness.

The amount appropriated for 1882 was $147,541.88, of which there was disbursed the sum of $131,564.40, leaving an unexpended balance of $15,977.48.

The net revenue of the department for 1882 was $6,702.78—an increase of $1,884.69 over the revenue of 1881. The estimates of the Inspector for 1883 amount to $87,238.06.

Your careful attention is invited to the recommendations contained in this report.

The report of the *City Commissioner* presents a very gratifying exhibit of the various operations of that department for the year. I commend to your careful consideration the recommendations made by him. You will find detailed and tabular statements giving full particulars of the character and cost of the work belonging to each branch of that important municipal department. The paving and repaving of streets has been done by the corporation itself, which I so warmly recommended in my last annual message, and the work has vindicated the correctness of the opinion then expressed. Better pavements have been laid, and the cost has been less than has been heretofore paid to contractors. I recommend the continuance of this system.

The appropriations for this department for the year amounted to $542,571.37, and the expenditures were $523,-324.73, leaving to its credit a balance of $19,246.64.

When the present city officials, constituting the Jones' Falls Commission, took charge of that work, they could find no record of its proceedings since 1878, and were able to ascertain the various acts of the Commission only through the courtesy of the Engineer, who had kept memoranda of the several verbal orders he had from time to time received for his guidance. The present Commissioners, in order to preserve in a permanent form, the resolves and orders of their predecessors, required a full and succinct report from the Engineer, taken from the memoranda in his possession, of all his work from 1878 to the time when the present Commissioners took possession, and this is being recorded in a book provided for that purpose. Since March 1, 1882, the Commission has kept regular minutes of its proceedings.

The work on Jones' Falls has been progressing most satisfactorily, as will appear from the report of the Engineer. It is believed that during the Summer of 1883 the work will be fully completed, and will be a most substantial improvement.

The report of the *Water Board* shows the receipts to have been for 1882..... $786,237 38
Less discounts on 1882 water rents. 32,098 77
$754,138 61
With balance on hand December 31, 1881..... 22,083 68
$776,222 29
Disbursements 1882..... 751,148 31
Leaving balance as of December 31, 1882..... $25,073 98

The tables accompanying the report fully explain the sources whence these receipts were drawn.

Included in the above amount of $786,237.38 is $145,000 loan from the Mayor and City Council, and included in the above amount of $751,148.31 disbursements, is the sum of $452,630 paid interest on water stock, and $125,000 paid to Commissioners of Finance.

The net revenue in 1882 was..... $604,305 32
" " " 1881 was..... 599,223 11
Showing an increase for 1882 of..... $5,082 21

The accompanying report of the Chief Engineer will furnish full information as to work and improvements during the year.

To avoid repetition, I beg to call your attention to my last annual message, in which recommendations are made looking to changes in the present workings of the Water Department.

The report of the *Park Commission* exhibits the amount of its receipts and disbursements as follows:

Balance on hand December 31, 1881	$ 176 44
Receipts from city passenger railways	93,996 49
Receipts from rents, sales of sheep, &c	3,173 93
	$97,346 86
Less amount paid as interest on park stock	33,333 76
Remaining for park purposes	$64,013 10
Expended therefor	63,408 00
Balance due Park Board	$605 10

The reduced fare on the city passenger railways seems to have increased their business, for the receipts of the city for

1882 were	$63,536 46
While in 1881 they were	60,248 60
Showing, for the year, an increase of	$3,287 86

The expenditure of the receipts by the Park Commission is confined to the improvement of Druid Hill and Patterson Parks, while Riverside and Federal Hill Parks are maintained by direct appropriations of the Mayor and City Council.

The report states fully the condition of the parks and the work which has been done upon them during the year.

The report of the *Commissioners for Opening Streets* states the operations of that department during the year. The number of the streets, with their names, opened and closed during the year, are fully set forth. The amount for opening streets charged against the city, was $70,948.59, and for expenses $5,682.77 for year 1882. In 1881 the amount charged to the city was $105,884.35, and expenses $5,198.97. In 1879 the amount was $57,753.25, and for expenses $6,957.36, while in 1880 the street condemnations, not completed, were suspended. It is seen at once how burdensome the expense of street opening has been during the years 1881 and 1882.

The report of the *Harbor Board* shows less work to have been done than for any previous year, owing to diminished appropriations and to difficulty of obtaining dredging machines.

The work done during the year, under contract, amounted to 173,956 cubic yards of sediment excavated and removed from City dock and private docks, the main harbor and Middle Branch.

A depth of fifteen feet of water was obtained in the latter section from a point opposite Ranstead's dock to the same natural depth a little below Hanover-street wharf.

The remainder of the work was done simply to remove annual deposits and maintain channels.

There were paid out for dredging, surveys of harbor and general supervision and administration.....	$39,169 72
And for expenses of tug, raising wrecks, &c.....	7,704 12
Making a total expenditure of.....	$46,873 84
And leaving an unexpended balance of.....	20,962 77
The total appropriation for harbor being.....	$67,836 61

The Board asks for harbor improvements, and to meet the twenty-seven feet deep channels now being made by the National government, an appropriation for 1883 of $80,000 00
Which includes the unexpended balance of 1882. 20,962 77

Leaving a new appropriation of. $59,037 23

They also present an alternative estimate requiring an appropriation of only $50,000, *including* the unexpended balance of 1882.

The report also shows the progress of the work at the City dock, and asks a re-appropriation of a balance of $6,250.31, and a new appropriation of $3,000 for the completion of the stone bulkhead. The wharf at Little Hawkins' or Leading Point has been constructed, and the wall at Long dock, to the extent of two hundred linear feet, rebuilt during the fall and winter of 1881 and 1882.

The Board recommends the building of a sea-wall at Little Hawkins' Point, and asks an appropriation of $10,000 for the same. The employment of the iceboat Latrobe during the year is stated, and an appropriation for its maintenance in 1883 is suggested at $12,000.

I am indebted to the President of the School Board for a summary of the report of the *Commissioners of the Public Schools*, which furnishes an account of the workings of that department for the past year.

The following statistics are extracted from that report:

The whole number of schools under the charge of the Board is 121, containing 35,649 pupils on roll, classified as follows:

1 Baltimore City College	596
2 Female High Schools	974
19 Male Grammar Schools	4,851
20 Female Grammar Schools	5,745
30 Male Primary Schools	7,958
30 Female Primary Schools	7,563
5 Public (formerly English-German) Schools	3,648
14 Colored Schools	4,314

These schools have been conducted by 826 teachers, with an average daily attendance of 29,178, and the whole number of different pupils during the year was 48,277.

Number of pay pupils	12,365
Number of free pupils	23,284

The increase in the whole number of different pupils over the previous year has been about 1,200, but has been much less of those enrolled.

RECEIPTS AND EXPENDITURES.

The total receipts from all sources for the support of the schools were as follows:

City Collector (city taxes)	$377,451 07
State Treasurer for white schools	149,276 42
" " colored schools	19,013 46
White pupils, for use of books	46,902 39
Colored " " "	106 62
John F. Plummer, interest on legacy	64 80
	$592,814 76

The amount received from city taxes was $36,006.38 less than in 1881, and from State taxes was $17,924.24 more than the previous year.

The city annually contributes to this general school fund of the State a much larger sum than it receives as its proportion of the distribution made by the State treasurer, and thus it assists in defraying a part of the expenses of the county schools.

The amount received from pupils for use of books was $81.75 more than in 1881; and the number of non-resident pupils was 17 less, but the amount received for them was $347.42 more than during the preceding year.

EXPENDITURES.

The payments made by the Board for current expenses of the schools amounted to $630,000, as follows:

WHITE SCHOOLS.

Salaries of teachers and officers	$472,776 21
Rents and ground rents	25,278 82
Books and stationery	22,550 82
Heating apparatus and its repairs	11,474 79
Furniture	9,593 16
Fuel	14,550 53
Repairs of buildings and cleaning	3,739 81
Printing, supplies for schools and incidentals	7,201 82
Total	$567,165 96

COLORED SCHOOLS.

Salaries of teachers	$53,323 75	
Rents and ground rents	3,399 75	
Books and stationery	2,118 84	
Heating apparatus and repairs	1,136 80	
Furniture	450 99	
Fuel	1,738 97	
Repairs and cleaning	439 34	
Incidentals and supplies	226 60	
		62,834 04
Total expenditures for current expenses		$630,000 00

The report continues:

"The City Council appropriated $20,000 less for the support of the schools than the estimate submitted by the Board, and the result was that many of the schools were not furnished with the necessary books and other supplies for the use of pupils. Frequent complaints were made by teachers and parents, but it was impossible to supply the proper demand for want of money. It is sincerely hoped that no recurrence of this difficulty will occur during the coming year. The most rigid economy has been exercised in conducting the schools, and the Board has kept strictly within the limit of the appropriation made for this department, but it has been done to the great inconvenience and injury of some of the schools. It is unjust and unfair to require those in charge of any department of the city to conduct its work successfully without adequate appropriations; and we are satisfied that public sentiment does not require that the growth and success of our schools shall be retarded by reason of insufficient means for their proper support. It is,

of course, proper that those in authority should see that wasteful and improper expenditures should be prevented, and this rule should be applied to the schools as well as other departments; but we confidently submit that no such charge could be made against the expenditures now presented."

The estimates for 1883 are as follows:

The estimate for current expenses for 1883 is $665,500, of which $600,500 is for white schools, $65,000 for colored schools, and $2,000 for the cost of vaccination in both schools, as follows:

Salaries of teachers and officers	$480,000
Rents and ground rents	26,500
Books and stationery	40,000
Heating apparatus and its repairs	14,000
Furniture	10,000
Fuel	15,000
Repairs and cleaning school-houses	5,000
Printing, supplies for schools and incidentals	8,000
Vaccinating pupils in the schools	2,000
Colored schools	65,000
	$665,500

The Board adds:

"The above estimate is in excess of the expenditures of last year, but it has been made after careful consideration of the wants of the schools, and because the Board believes that the amount will be necessary for current expenses and to supply the deficiency of the past year."

"Liberal appropriations were made for the erection of new school-houses, and they have been completed, and the

same liberality should be exercised in providing the means to successfully conduct the schools during the year."

"The Inspector of Buildings has faithfully and satisfactorily performed all his duties in relation to the schools by thoroughly inspecting all the old buildings, and making all necessary repairs."

Reference is made to the new school houses completed during the year and the wants of the schools in the future.

"The number of buildings now occupied by the schools is 65, of which 62 are owned by the city and 3 are rented, and their estimated value is about $1,200,000, and the annual ground rents on the same amount to $26,695.44."

The Board also adds: "The schools are conducted at an annual cost much less than those of other large cities, as may be ascertained by comparison with them. Our buildings and furniture are not as expensive, nor are the salaries of our teachers as large as in most cities, and yet, as much faithful and successful work is done here as elsewhere."

"The average salary of the teachers is $573, and the per capita cost of the pupils in all the schools is $17.7, both of which are so low that no one could reasonably complain of either."

"The Orphans' Court of Baltimore City is authorized to direct the payment of all funds arising from intestates' estates which remain undistributed for want of legal representatives, to the Board of Commissioners of Public Schools, to be applied by it to the use and support of the public schools of the city."

"During the past two or three years, the Board has collected a considerable amount from several such estates, but

was required to pay the same to the City Register and not permitted to apply it to the use of the schools."

"These amounts are not placed to the credit of the schools, nor is the Board allowed to draw any part of it for current expenses, and it is thus diverted from the use for which it is intended by law. The Board has often needed additional money to the annual appropriation, and it respectfully submits that the ordinance of the city, if there is any, requiring such payment to the Register, should be so changed that these collections from intestates' estates shall be placed to the credit of the schools in addition to the regular annual appropriation, and thus furnish material assistance where it is often much needed."

The report of the *City Solicitor* gives accurate information of all suits now pending in the courts, or which have been disposed of during the year 1882.

It shows the very satisfactory condition of the Law Department.

The City Solicitor calls attention to the defects in section 5 of article XX, title "Fire," Code, page 286, and suggests an amendment to it, recognizing the whole number of engine companies and hook and ladder companies now in service, and a change in the phraseology of the section. I would recommend further the abolition of the Board ot Fire Commissioners, and the appointment of a fire marshal as other city officers are appointed, and to be under the direction of the Mayor.

The report of the *Inspector of Gas and Illuminating Oils*, which is herewith submitted, shows that there is but little

difference, numerically, in the accidents from the use of illuminating oils and gasoline, between the record of 1882 and that of 1881.

The inspector calls attention to the present bad condition of the photometer apparatus, and urges the substitution of new and efficient instruments. He reports the illuminating power of gas furnished in the city to have been uniformly above the standard.

The report of the *Superintendent of Lamps and Inspector of Meters* states that during the year, 182 new gas lamps have been erected, and 681 gas lamps displaced by the use of electric lights, and that the present number of gas lamps is 4,847. An addition of five gasoline lamps to the number in use during the year makes the present number of gasoline lamps 1,033.

Under the ordinance of March last, a contract was made with the Brush Electric Company for certain electric lights, which have been placed in positions as advantageous to the city as possible.

The superintendent furnishes a statement of the number of these electric lights and their cost, with a comparative statement of the cost of the gas lamps displaced, which statement is, however, merely a duplicate of that contained in the report made by the superintendent, on the 18th November, 1882, to the First Branch of the City Council.

The cost of the electric lights is, of course, far greater than the cost of the displaced gas lights, under our present system of lighting gas lamps, and would be greater even, if the gas lamps were lighted every night and burned all night. But the superior light afforded, suggests to the

people the inquiry whether for street lighting in the central and business portions of the city an equivalent for this increased expense is not found in the greater security to life and valuable property.

Doubtless the cost of electric lighting is more than it should be, and if the electric companies desire for their lights more general use, they must reduce the price, and bring it nearer to the cost of gas. The Mayor, so far as he is concerned, is not willing to make any further contracts under ordinance No. 30, approved March 22, 1882, but submits the consideration of the subject, as to any future contracts, to the careful and deliberate judgment of your honorable bodies.

The superintendent's suggestion in regard to the suspension of the electric lights across the streets, is worthy of consideration. He also makes suggestion as to the desirability of contracting with the gas companies, and the gasoline contractors, for lighting their lamps every night, and to burn all night; and he believes that proper reduction would be made in the cost of such lights if such an arrangement could be entered into.

He asks for the reappropriation of an unexpended balance due to his department for 1882, and against which there are certain obligations outstanding.

The report of the *City Librarian*, exhibiting the condition of the library for 1882, is also herewith submitted.

The report of the *Board of Trustees of the McDonogh Institute* is herewith submitted. It gives full details of the

receipts and expenditures for the past year and of the successful work of the institution.

I commend to your consideration the various public charitable and reformatory schools, which have heretofore been your agents in caring for some of the city poor, viz: The St. Mary's Industrial School, the House of Refuge, House of Reformation for Colored Children, &c., some of whose reports are herewith submitted for your information.

That of the House of Reformation for Colored Children not only shows its useful work and economical management, but presents the extraordinary suggestion that its annual appropriation may be, without injury to the institution, reduced from $15,000 to $10,000.

Such an example could be most worthily followed by other institutions.

Under the provisions of ordinance No. 42, approved April 14, 1881, relating to the *Maryland Institute*, all the students have been duly appointed according to the terms of the ordinance; and the Mayor, Comptroller and Register have inspected the Schools of Art and Design and found them to be well arranged, admirably conducted and eminently worthy of the support and encouragement given to them by the city.

I renew my suggestion in reference to the removal of telegraph, telephone and other poles, which not only disfigure the city, but present obstacles in the way of the firemen in extinguishing fires or in rescuing persons from the upper stories of burning buildings. All telegraph, telephone and similar companies should be compelled, after a stated period, to lay their wires under ground.

In regard to the bad policy of government by unpaid commissions, time and experience have confirmed the views expressed by me when I assumed the duties of this office, and which I re-asserted in my last annual message.

I will not repeat the remarks upon this subject heretofore made to your predecessors, but I ask your perusal of the same as set forth in that document.

The management of the affairs of a city should be conducted upon business principles. It can only be done successfully by intelligence and method. It is absolutely essential that municipal government should have one executive head—the supreme authority over all its departments.

Individual responsibility, beginning with the lowest and running up until it reaches the highest public officer, is the only safe rule of government. Few departments, but with single heads, are best. How few departments manage the affairs of the great Federal government, with its fifty millions of people and its annual expenditure of $300,000,000! The heads of these city departments should all be in accord with the chief executive, to consult and advise with him and to execute his orders.

I renew my suggestion for the abolition of all unpaid commissions whose services can be dispensed with, and where it is deemed advisable to retain boards or commissions, to make the officers composing them annual appointees. It is right that these officials should be in harmony with the administration, and desirous of promoting its views of the proper management of the city government. In this way only can the will of the people at the recurring municipal elections be properly respected.

WM. PINKNEY WHYTE, *Mayor.*

REGISTER

—OF THE—

CORPORATION OFFICERS

—OF—

BALTIMORE CITY,

—FOR THE—

YEAR 1883.

REGISTER

—OF THE—

CORPORATION OFFICERS

OF BALTIMORE CITY,

FOR THE YEAR 1883.

Mayor's Office.

WM. PINKNEY WHYTE, *Mayor.*
WM. H. LOVE, *Secretary to the Mayor.*
ANDREW J. KING, *Clerk to the Mayor.*
THOMAS J. MURRAY, *Mayor's Detective.*
WILLIAM H. RILEY, *City Messenger.*

Register's Office.

JOHN A. ROBB, *Register.*
S. TURNER DUVALL, *Deputy Register and Cashier.*
J. SEWELL THOMAS, *Chief Clerk.*
WM. C. MARTIN, *Assistant Clerk.*
CHARLES M. GORDON, *Transfer Clerk.*

Comptroller's Office.

JOSHUA VANSANT, *Comptroller.*
JAMES R. HORNER, *Chief Clerk.*
JOHN H. DUVALL, *Assistant Clerk.*
JOSEPH VANSANT, *Assistant Clerk*

Law Department.

JOHN P. POE, *City Counselor.*
I. PARKER VEAZEY, *City Solicitor.*
JOHN GILL, JR., *Examiner of Titles.*

Members of the First Branch City Council.

JAS. W. DENNY, *President.*

First Ward.....Benjamin Glenn.
Second Ward.....Thomas H. Hamilton.
Third Ward.....Victor H. Klinefelter.
Fourth Ward.....Edward A. Burke.
Fifth Ward.....Dr. J. B. Sutherland.
Sixth Ward.....Richard J. Penn.
Seventh Ward.....Jno. Q. McAfee.
Eighth Ward.....James Kenny.
Ninth Ward.....John J. Mahon.
Tenth Ward.....Edward Landstreet.
Eleventh Ward.....Henry W. Rogers.
Twelfth Ward.....Jas. W. Denny.
Thirteenth Ward.....Wm. H. Cox.
Fourteenth Ward.....Henry N. Bankard.
Fifteenth Ward.....Lewis Reitz.
Sixteenth Ward.....Dr. J. D. Blake.
Seventeenth Ward.....John F. Weyler.
Eighteenth Ward.....Joseph B. Rea.
Nineteenth Ward.....Dr. J. G. Linthicum.
Twentieth Ward.....John T. Ford.

A. V. Milholland, *Chief Clerk.*
W. B. Fitzgerald, *Reading Clerk.*
Henry A. Schultz, *Committee Clerk.*
George W. Green, *Sergeant-at-Arms.*
Joseph Krager, Lawrence Mayberry, } *Doorkeepers.*
Henry Seyfried, *Page.*

Members of the Second Branch City Council.

ALVIN ROBERTSON, *President.*

First and Second Wards ....Patrick Rigney.
Third and Fourth Wards. .....William J. Kelly.
Fifth and Sixth Wards..... .....John B. Wentz.
Seventh and Eighth Wards. .....Robert Johnston.
Ninth and Tenth Wards.....H. G. Fledderman.
Eleventh and Twelfth Wards.....D. Giraud Wright.
Thirteenth and Fourteenth Wards...Alvin Robertson.
Fifteenth and Sixteenth Wards.....M. E. Mooney.
Seventeenth and Eighteenth Wards.James F. Newbold.
Nineteenth and Twentieth Wards....John M. Dulany.

Jesse N. Bowen, *Chief Clerk.*
James T. Dorsey, *Assistant Clerk.*
Capt. James Hall, *Committee Clerk.*
M. Farrell, *Sergeant-at-Arms.*
Paul G. Crout, *Doorkeeper.*
James Kelly, *Page.*

Department of Finance.

His Honor, Wm. Pinkney Whyte, *Chairman.*
James Sloan, Jr., Robert T. Baldwin.

Tax Department.

Henry S. Taylor, *City Collector.*
J. T. M. Barnes, *Deputy City Collector.*
Richard G Ducket, *Cashier.*
Clapham Murray, *Assistant Cashier.*
Charles Schwartzhaupt, *Book-keeper.*
Wm. C. Bordley, Jr., *General Cash Book-keeper.*
Frank Nicholson, *Transfer Clerk.*

John H. Duvall,	*Ledger Clerk.*
James K. Harwood,	"
A. B. Upshur,	"
Jas. T. Welslager,	"
Jno. F. Donohue,	"
Hugh M. Gatchell,	"
Wm. Brown,	"
Henry McGinnity, Jr.,	"
Ambrose McBriety,	"
Frank Dandelet,	"
Thos. F. Curran,	*Bailiff.*
Wm. H. Russell,	"
John Quinn,	"
Isaac S. Sanner,	"
M. P. Caughy,	"
Jno. T. Ross,	"
Jno. H. Bell,	"
Richard S. Garrett,	"
Robt. R. Kirkland,	"
Robt. W. Hays,	"
C. J. O'Brien,	"
Jno. M. Travers,	"
C. M. Hobbs,	"
Michael Halpin,	"
Patrick Scanlon,	"
Jno. M. Brown,	"
Martin A. Sisson,	"
Geo. W. Spicer,	"
G. M. D. Wood,	"
Jos. Thompson,	"
Michael Stanton,	"
William Sigmund,	"

W. H. Mullen, *Bailiff*,
Thomas Sheppard, "
John F. Leonard, "
J. T. Omohundro, "
J. Glenn Pitts, "
Wm. C. Crone, "

Judges of Appeal Tax Court.

H. Clay Dallam, Oliver P. Price, J. Latimer Hoffman.

H. P. Mowinckle, *Chief Clerk.*
Michael H. Doyle, *Assistant Clerk.*
Michael Roche, *Assessor.*
W. W. Orndorff, "
James S. Morrow, "
James F. Deale, *Clerk to Assessors.*

City Commissioner's Department.

Thomas S. Wilkinson, *City Commissioner.*
Newton M. Gray, *Assistant City Commissioner.*
Christopher Billopp, " " "
Wm. Nicoll, " " "
John E. Toole, *Clerk.*

City Library.

Samuel D. Smith, *Librarian.*
John G. Scott, *Ass't* "

Inspector of Public Buildings' Office.

John S. Hogg, *Inspector.*
J. Theodore Oster, *Assistant Inspector.*
F. W. Elder, *Clerk.*

Commissioners for Opening Streets.

Dr. M. W. Donavin, *for one year.*
John McWilliams, *for two years.*
John B. Williams, *for three years.*
Robert F. Green, *Clerk.*

Health Department.

Commissioner of Health and Registrar.

George W. Benson, M. D.

Assistant Commissioner of Health.

James F. McShane, M. D.

Resident Physician Quarantine Hospital of the Port of Baltimore.

James McHenry Howard, M. D.

Secretary.

A. Robert Carter.

Nuisance Clerk.

V. B. Hines.

Registrar's Clerk.

William T. Hall.

Permit Clerk.

B. M. Benson.

Assistant Registrar's Clerk and Assistant Permit Clerk.

Montgomery Lawrence.

Collector of Mortuary and Vital Statistics.

Emanuel Weinman.

Index Clerk.

George C. Vansant.

Sanitary Inspectors.

Joseph V. Fitzpatrick,
George E. Brown,
John E. Durding,
Henry M. McKewen,
Samuel A. Clagett,
George R. Cragg,

Vaccine Physicians.

1st and 2d Wards	E. Jones Williams,	M. D.
3d and 4th "	J. E. Gorsuch,	"
5th and 6th "	J. Fussell Martinet,	"
7th and 8th "	Silas W. Hunter,	"
9th and 10th "	Delancy H. Barclay,	"
11th and 12th "	W. F. Lockwood,	"
13th and 14th "	B. F. Phillips,	"
15th and 16th "	Ellis Micheau,	"
17th and 18th "	William A. Jones,	"
19th and 20th "	H. J. Houck,	"

Superintendent of East Baltimore Public Cemetery.

George Rinehart.

Superintendent of West Baltimore Public Cemetery.

Frederick A. Kerchner.

Superintendent of Eastern District Sewers.

Henry Paff.

Superintendent of Western District Sewers.

John W. Lee.

Commissioner of Street Cleaning.

Bart. E. Smith.

SUPERINTENDENTS OF STREETS.

Bernard V. Kelly, *First District.*
Joseph P. Scott, *Second* "
Michael Fadgen, *Third* "
James F. Busey, *Fourth* "
John T. Lee, *Fifth* "
Henry Lancaster, *Sixth* "

Harbor Board.

His Honor, Wm. Pinkney Whyte, *Chairman.*

Wm. H. Skinner, Jno. W. McCoy,
Alexander Jones, Robert T. Baldwin,
James S. Woodside, James Bond.

N. H. Hutton, *Engineer.*
Jas. H. Irvin, Jr., *Clerk.*

Engineer for the Improvement of Jones' Falls.

Chas. H. Latrobe.

Superintendent of City Hall.

James Donnelly.

Day Watchmen at City Hall.

James Merritt,
W. S. Winder,
Jno. G. Batzer.

Night Watchmen at City Hall.

John Schlereth,
John Rooney.

Engineers at City Hall.

Geo. W. Vandaniker,
Curtis B. Simonds.

Firemen at City Hall.

Thomas Kernan,
Geo. W. Fay,
Edward Weber,
Thomas Hopper.

Park Commission.

His Honor, Wm. Pinkney Whyte, *Chairman.*

Thomas Swann, John H. B. Latrobe,
William E. Hooper, George S. Brown,
Charles H. Mercer.
D. Rayhice, *Clerk.*

Water Department.

Commissioners.

His Honor, Wm. Pinkney Whyte, *President.*

John F. Hunter,
George P. Thomas,
Henry M. Warfield,
George U. Porter,
Thomas Bond,
N. Rufus Gill.

Registrar's Department.

Edward Shriver, *Water Registrar.*
James A. Marrian, *General Book-keeper.*
James S. Etchberger, *Cashier.*
J. J. C. Scully, *Clerk of Errors.*
E. A. Hogg, *Ledger Clerk.*
E. J. Edwards, "
Wm. F. Hynson, "
John Gibson, "
Thomas H. Blick, *Clerk of Delinquents.*
Sam'l H. Hart, " "
Benjamin Price, *Inspector and Bill Distributor.*
George A. Coleman, " "
John D. Alcock, " "
S. L. Auerbach, " "
W. A. Maloney, " "
D. G. Carlisle, " "
George W. Emmerich, *Hydrant Inspector.*

Engineer's Department.

Robert K. Martin, *Chief Engineer.*
James Curran, *Superintendent of City Works.*
Wm. L. Kenly, " *County* "
Richard D. Murphy, *Clerk.*

Baltimore City Jail.

BOARD OF VISITORS.

Otis Keilholtz, *President.*
Hon. Wm. Pinkney Whyte, *Ex-officio.*

Harry E. Rinehard,
John Richardson,
James E. Tate,
John H. Holthaus,
J. H. Sirich, *Secretary.*

J. F. Morrison, *Warden.*
Dr. D. P. Hoffman, *Physician.*
Wm. H. H. Turner, *Clerk.*

Deputy Wardens.

James J. Flannery,
Wm. H. Cross,
Wm. H. Tibbels,
John T. Barber,
Wm. H. Jeffers,
Peter P. Kistler,
John Mahon,
P. F. Flannery,
Wm. Howard,
Thomas M. Kenney,
Charles F. Edwards,
J. F. Rials,
Richard Carter,
Cornelius McLaughlin,
John F. Potter,
Henry Cruse,
Wm. H. Stutt.

James B. Sanner, *Engineer.*
Charles W. Muhly, *Baker.*
Loudon Feast, *Gardner.*
Mrs. Carrie Doll, *Matron.*
James Ratty, *Hostler.*

Commissioners of Public Schools.

John T. Morris, *President.*

First Ward.....Francis J. Ruth.
Second Ward.....George H. Budeke.
Third Ward.....William C. Atkinson.
Fourth Ward.....Timothy Maloney.
Fifth Ward.....William M. Ives.
Sixth Ward.....John F. Hancock.
Seventh Ward.....Robert H. Sinclair.
Eighth Ward.....Jno. T. Foley.
Ninth Ward.....Joshua Plaskitt.
Tenth Ward.....John T. Morris.
Eleventh Ward.....John P. Poe.
Twelfth Ward.....Benjamin Price.
Thirteenth Ward.....Harry H. Garrigues.
Fourteenth Ward.....F. G. Connelly, M. D.
Fifteenth Ward.....J. Wm. Kines.
Sixteenth Ward.....Wm. E. Addison.
Seventeenth Ward.....H. B. Roemer.
Eighteenth Ward.....Thomas H. Graham.
Nineteenth Ward.....James W. Bowers.
Twentieth Ward.....Calvin J. King.

Henry A. Wise, *Superintendent.*
Charles G. Edwards, *Assistant Superintendent.*
Henry M. Cowles, *Secretary.*
Jacob Boston, *Librarian.*
Albert Marshall, *Messenger.*

Trustees of McDonogh Educational Fund and Institute.

Samuel H. Tagart, *President.*

Wm. A. Stewart,
H. Clay Dallam, *Sec'y and Agent,*
Robert T. Baldwin,
David L. Bartlett,
German H. Hunt,
Chas. H. Mercer.

Trustees of Almshouse.

Chas. P. Montague, *President.*

W. H. Hartman, Albert Sigmund,
Elias T. Cruse, Andrew A. Rose, *Secretary.*

Chas. Carroll, *Superintendent.*
Wm. Henry Hiss, *Purveyor.*
D. J. Carr, *Clerk.*
Mrs. Susan McCahan, *Matron.*
Dr. George B. Reynolds,
Dr. A. P. Clark,
Dr. J. E. Atkinson,
} *Visiting Physicians.*
Dr. Jos. T. Bartlett, *Apothecary.*

Agent of Baltimore City for the Deaf and Dumb.

Wm. R. Barry.

Directors on behalf of the City of the Female House of Refuge.

Walter L. Virtue, John Q. A. Herring,
Lewis A. Birely, John C. Bridges,
George R. Skillman.

Managers on part of City of St. Mary's Industrial School.

Dr. Jno. Morris, C. J. Bonaparte, R. W. L. Rasin.

Managers of House of Refuge on the part of the City.

William Reynolds,
George H. Stewart,
Thos. S. Baer,
James Pentland,
Rev. Jno. G. Morris,
Charles L. Oudesluys,
Geo. W. Wood,
Dr. F. Hassencamp,
Maurice Laupheimer,
Wm. S. Rayner.

Managers on the part of the City for the House of Reformation and Instruction for Colored Children.

Charles T. Boehm,
George J. Zimmerman.

Managers of Industrial Home for Colored Girls.

F. P. Stevens,
A. H. Greenfield.

Directors on the part of the City in the Baltimore and Ohio Railroad Company.

B. F. Ulman,
Sam'l E. Atkinson,
Henry McShane,
Geo. R. Berry,
Michael Coakley,
John Gill,
Thomas A. Whelan.

Directors on the part of the City in the Union Railroad Company.

William G. Harrison,
L. W. Gunther.

Directors on the part of the City in the Western Maryland Railroad Company.

J. M. Hood, *President.*

Alex. Rieman, *Vice-President,*
Christian Devries,
E. G. Hipsley,
Daniel J. Foley,
Wm. H. Graham,
Jno. I. Middleton,
German H. Hunt,
Samuel H. Tagart.

Directors on the part of the City in the Valley Railroad Company.

Henry Duvall, Decatur H. Miller, Osmun Latrobe.

Harbor Masters.

First District.....Jos. Cromwell.
Second " .....William Knorr.
Third " .....Burgwyn Maitland.
Fourth " .....John F. Carter.
Fifth " .....Geo A. Freburger.
Sixth " .....Charles Durm.

Inspectors of Weights and Measures.

Northwestern District.....Christian Leutbacher.
Northeastern District.....Wm. Henry.
Southwestern District.....Charles E. Stewart.
Southeastern District.....Francis Herr.

Inspector of Long and Dry Measures.

Andrew J. Stout.

Inspector of Coal Oil and Illuminating Gas.

Prof. Wm. E. A. Aikin.

General Superintendent of Lamps and Inspector and Sealer of Gas Meters.

Frederick W. King.

Inspector of Charcoal.

Jacob Groh.

Distributors of Fund for the Relief of the Widows of those who fell in Defence of the City in 1814.

Wm. C. Atkinson, Findley H. Burns, George Small.

Superintendents of Chimneys.

First District ..... John C. Smyth.
Second " ..... John B. Rudolph.
Third " ..... George W. Trumbo.
Fourth " ..... Lloyd Patterson.
Fifth " ..... John Moan.
Sixth " ..... Wm. H. Dukehart.
Seventh " ..... John C. Dietz.
Eighth " ..... George M. Toner.
Ninth " ..... George W. Lepson.
Tenth " ..... Magnus Mueller.
Eleventh " ..... George Buckheimer.

Superintendent of Court House, Record Office and Grounds.

Wm. H. Clifford.

Watchman at Court House.

Daniel Barr.

Janitor of Old Masonic Hall Building.

Patrick Reilly.

Watchman at Old Masonic Hall Building.

William Larkin.

Janitor of the Orphans' Court.

James Stanton.

Keeper of Drawbridge.

George Konig.

Assistant Keeper of Drawbridge.

Wm. H. Konig.

Keeper of Washington Monument.

James D. MacKenzie.

Keeper of Harman's Bridge.

Joseph Vandaniker.

Keeper of North, Calvert and St. Paul Street Bridges.

John Golden.

Keeper of Dog Pound.

Thomas S. Hamlin.

Clerk of Centre Market.

Daniel Murray,
Thomas E. Burke, *Assistant Clerk.*

Clerk of Lexington Market.

William H. Pope,
Franklin Brown, *Assistant Clerk.*

Clerk of Fells' Point Market.

Charles Eagleston.

Clerk of Belair Market.

Joseph H. Wright.

Clerk of Hollins Market.

John O'Keefe.

Clerk of Hanover Market.

George A. Albaugh.

Clerk of Richmond Market.

Andrew J. Norris.

Clerk of Lafayette Market.

Thomas Briddell.

Clerk of Cross Street Market.

James Graham.

Keeper of Hall over Broadway Market.

Michael P. German.

Keeper of Market under Maryland Institute.

John Monaghan.

Commissioners of Union Square.

Wm. T. Phillips, H. W. B. Reid.

Commissioners of Franklin Square.

Henry W. Roane, Geo. W. Rayner, Robert M. Sutton.

Commissioners of Lafayette Square.

Dr. T. S. Boykin, Jas. E. Tate, John Q. A. Herring.

Commissioners of Eutaw Place Squares—1st Division.

L. W. Gunther, Fred'k Raine, Wm. H. Blackford,
Isaac S. George, A. C. Trippe.

Commissioners of Eutaw Place Squares—2d Division.

T. Edward Hambleton, Jerome Gill,
George J. Popplein.

Commissioner of Triangle formed by North avenue, Oliver and McMechen streets.

George P. Frick.

Commissioners of Mount Vernon Squares.

Thomas M. Lanahan, Robert Garrett, Henry C. Smith.

Commissioners of Madison Square.

John T. Fleeharty, Wm. Bishop, B. F. Sutherland.

Commissioners of Jackson Square.

Geo. L. Krebs, Jno. W. Bay, Chas. P. Powel.

Commissioners of Harlem Park.

Jas. R. Brewer, Dr. R. H. Goldsmith, Sam'l W. Teal.

Commissioners of Eastern City Square.

Jno. W. Cruett, Jas. J. Cavanaugh, W. W. Galloway.

Commissioners of Broadway Squares—6th Ward.

L. C. Roehle, Alexander McClintock, Dr. C. A. Steck.

Commissioners of Broadway Squares—7th Ward.

J. H. Rothert, E. P. Vincente, Thomas W. Morse.

Commissioners of Perkins Spring Square.

Joseph Harris, J. Frank Wilhelm, E. Frank Hook.

Commissioners of Park Place.

Frank Frick, Garrett B. Davis, Basil Wagner.

Commissioners of Taney Place.

Frank X. Ward, Joseph C. Harris, Walter Dulaney.

Commissioners of Ashland Square.

James Sapp, Edward Medinger, Richard S. Bridge.

Commissioner of the Circle at Baker street and Fulton avenue.

Geo. T. Ford.

Keeper of Calvert Street Spring.

Richard A. Bassett.

Keeper of Madison Square.

Alexander K. Stevenson.

Keeper of Union Square.

Thomas Willis.

Keeper of Harlem Park.

William Sheehan.

Keeper of Lafayette Square.

Henry Manion.

Keeper of Franklin Square.

Ezekiel Gray, Sr.

Keeper of Eastern Fountain.

Francis Brashears.

Keeper of Broadway Squares—6th Ward.

Frederick Williams.

Keeper of Broadway Squares—7th Ward.
James K. P. Fredericks.

Keeper of Perkins Spring Square.
Peter Doyle.

Keeper of Ashland Square.
John C. Gareis.

Keeper of Jackson Square.
John Remmel.

Keeper of Taney Place.
Aug. Bechtold.

Ward Managers of the Poor.

First Ward.....Moses Fleishman.
Second Ward.....John Cloke.
Third Ward.....Richard C. Kemp.
Fourth Ward.....Lewis Strasburger.
Fifth Ward.....Adolph Hamburger.
Sixth Ward.....John B. Wellener.
Seventh Ward.....Alex. Bond.
Eighth Ward.....Michael Hagan.
Ninth Ward.....Sol. Goodman.
Tenth Ward.....Michael Hess.
Eleventh Ward.....Chas. F. Taylor.
Twelfth Ward.....Isaac S. George.

Thirteenth Ward.....Wm. J. Baker.
Fourteenth Ward.....T. P. Perine.
Fifteenth Ward .....Joseph J. Harig.
Sixteenth Ward.....Peter Hines.
Seventeenth Ward.....Wm. L. P. Riggin.
Eighteenth Ward.....John P. Fahey.
Nineteenth Ward.....Geo. A. Smith.
Twentieth Ward.....John B. Thomas, Jr.

Superintendents of Lamplighters.

Lewis T. Wilbourn, Benjamin Crisp,
David J. Hoben, Joshua E. Stinchcomb,
Andrew J. Berger.

Lamplighters.

Anderson, Oliver
Benson, John
Burns, Henry
Beatley, Joseph
Brown, Joseph
Bentley, Thomas
Bauerfine, Henry
Burley, James
Baker, Theodore
Clautice, Joseph
Childs, J. S.
Card, W. S.
Curtin, Patrick
Colton, John H.
Conley, Thomas
Chambers, John
Curran, Francis
Crow, Wm. M. T.
Collins, Patrick
Dunphy, E. D.
Duane, Jno.
Duvall, Thomas J.
Eagan, Wm. J.
Eagan, Francis P.
Flynn, Jas.
Fox, John
Fahey, Michael
Fitzpatrick, M. J.
Frank, Geo. M.
Farley, William

Grieb, Anton
Gundel, Geo. J.
Gaynor, John
Grant, Michael
Gibbons, Jno. W.
Harper, J. Wesley
Hitroth, Chas.
Harrigan, Jeremiah
Hessler, P. A.
Hohman, Jno.
Hosbaugh, Wm.
Haas, Jno.
Holden, Wm.
Jeffers, Jno.
Kimmell, Philip
Kelly, Jno.
Kuhl, Frederick
Knox, John
Kappes, Andrew
Kimmett, Michael
Kratz, Philip
Kerns, Jas.
Kidd, Jas.
Lappman, Moses
Mahoney, James
May, Thomas
Montague, Wm.
Marr, Robert
McGowan, Bernard
McDermott, Jno.
McAvoy, Henry J.
Murray, Wm.
McCann, Wm. V.
Mehling, John
Moore, John G.
McBride, Mark
McDonough, Martin
Menner, Emil
Nooney, Matthew
Norton, Michael
Perry, Henry
Peters, George
Parr, Wm.
Potter, Hugh
Rudolph, Matthew
Ragan, Michael
Rouse, Wm. G.
Raunft, Jno.
Rooney, Thomas
Schnur, Edward
Sommers, Martin
Schweitzer, Jno.
Spellman, Jno.
Schwartz, Jacob H.
Schultz, Castine
Stricker, Eli
Schaum, George
Schadel, Jacob
Schanfelter, Frederick
Sloan, Michael
Tall, Benjamin
Tuttle, Michael
Thomas, Peter
Ward, Michael

Wright, Nathan	West, S. M.
Wilson, Harry E.	Wode, Louis, Sr.
Wagner, Michael	Wanger, John
Welch, Edward	Winter, F. H.
Wheeler, John	Zell, William

Constables.

First	Ward	H. L. Diering.
"	"	Horatio Wallace.
Second	"	J. J. Kennedy.
"	"	
Third	"	Emory J. Mullen.
"	"	
Fourth	"	Patrick F. Bradley.
"	"	
Fifth	"	John O. Greer.
"	"	Thomas S. Peters.
Sixth	"	Wm. W. Rollins.
"	"	John M. Darley.
Seventh	"	Wm. F. Eberwein.
"	"	David M. Pollard.
Eighth	"	David Dobler.
"	"	Daniel Taylor.
Ninth	"	John K. Stein.
"	"	
Tenth	"	Wm. H. McCabe.
"	"	Lewis H. Robinson.
Eleventh	"	Charles A. Davis.
"	"	John R. Dove.

Twelfth	Ward	Stephen A. Morse.
"	"	George T. Hollyday.
Thirteenth	"	Andrew F. Carrick.
"	"	James Quinn.
Fourteenth	"	Henry Bernheimer.
"	"	James D. Kearney.
Fifteenth	"	Thomas H. Shanks.
"	"	W. B. Lyons.
Sixteenth	"	Josiah S. Showacre.
"	"	Theoph. N. Weems.
Seventeenth	"	D. P. West.
"	"	Robert A. Thursby.
Eighteenth	"	Edward C. Lilly.
"	"	Wm. F. Bragg.
Nineteenth	"	Wm. P. Smith.
"	"	Richard O. Jessop.
Twentieth	"	Andrew J. Collars.
"	"	John B. Ray.

Officers and Members of the Fire Department.

Fire Marshal.

J. Monroe Heiskell, Esq.

Secretary and Clerk.

W. S. Lemmon.

Chief Engineer.

John M. Hennick.

Assistant Engineers.

George W. Ellender, Thomas F. Murphy.

Superintendent of Machinery.

P. A. O'Brien.

No. 1 Engine.

Jacob H. Hayward.....*Captain.*
J. W. Yeaton.....*Engineman.*
Chas. E. Freeburger.....*Ass't Engineman.*
Lewis J. Fresh.....*Driver.*
Robert Close.....*Houseman.*
William White.....*Fireman.*
John H. Morgan..... "
E. R. Addison..... "
John J. Flynn..... "
M. J. Halloran..... "
A. J. Connelly..... "
D. L. Hamersley..... "

No. 2 Engine.

Jacob Hines.....*Captain.*
Thos. E. Wheatly.....*Engineman.*
S. W. Stansbury.....*Ass't Engineman.*
John W. Reed.....*Driver.*
C. H. Hammel.....*Houseman.*
Thos. S. Rodenhi.....*Fireman.*
Charles Causey..... "
Charles Klessel..... "
James Humes..... "
John J. Ledden..... "
Charles L. Grund..... "
Charles P. Romoser..... "

No. 3 Engine.

R. A. Lindsay.....*Captain.*
Thomas H. Humphreys.....*Engineman.*
James F. Quillin.....*Ass't Engineman.*
John F. Pierce.....*Driver.*
W. F. Pasterfield.....*Houseman.*
Martin Kirby.....*Fireman.*
W. H. Hartman..... "
J. A. Lindsay..... "
G. C. Hodges..... "
W. H. Riley..... "
T. B. Strahan..... "
Charles A. Orem..... "

No. 4 Engine.

George W. Horton..... *Captain.*
F. K. Conway..... *Engineman.*
John Gaffney..... *Ass't Engineman.*
Henry Pirie..... *Driver.*
F. H. Lucas..... *Houseman.*
George W. Bentz ..... *Fireman.*
James Allen..... "
Ernest Schultz..... "
W. A. Merchant..... "
C. Seibert..... "
Robert Bradly..... "
Joseph H. Daly. ..... "

No. 5 Engine.

William G. Miller..... *Captain.*
Frederick L. Nelson..... *Engineman.*
John Linderman..... *Ass't Engineman.*
Henry Murphy..... *Driver.*
Wm. B. Baker. ..... *Houseman.*
James Peacock.. ..... *Fireman.*
James Reilly..... "
Julius O. Krauch..... "
Charles P. Nelson..... "
Edwin Bailey..... "
Wm. T. Disney..... "
Benjamin Price..... "

No. 6 Engine.

David H. Macauley.....*Captain.*
M. Mulligan .....*Engineman.*
Robert J. Boyle.....*Ass't Engineman.*
W. J. Patterson.....*Driver.*
Thos. B. Riall. .....*Fireman.*
Wilmer West. ..... "
Laurence Blake..... "
Bernard Shaw..... "
J. H. Cruse ..... "
J. O. Healey..... "
J. Gallagher..... "
Wm. Gordon ..... "

No. 7 Engine.

John Hoffman .....*Captain.*
John J. McCoy.....*Engineman.*
Jacob Corns. .....*Ass't Engineman.*
John Friedhofer.....*Driver.*
John H. Gildea .....*Fireman.*
Joseph Lavender..... "
J. F. Cook..... "
W. F. Morrow..... "
E. A. Sheeks..... "
John J. Houck... ..... "
John J. Sisson..... "
Henry Walker..... "

No. 8 Engine.

Edward C. Keyser.....*Captain.*
Michael F. Walsh.....*Engineman.*
John Conway.....*Ass't Engineman.*
Wm. J. Stewart.....*Driver.*
O. D. Burgess.....*Fireman.*
G. R. Chapman..... "
Frederick Johnston..... "
Howard Scott..... "
Samuel W. Marker..... "
A. J. Walter..... "
Charles Minton..... "

No. 9 Engine.

F. D. Kerr.....*Captain.*
Daniel R. Rogers.....*Engineman.*
Wm. H. Stanton.....*Ass't Engineman.*
John T. Harney.....*Driver.*
James McDevitt.....*Fireman.*
George Mineburg..... "
S. Uhlfelder..... "
Charles Frey..... "
Charles C. Neilson..... "
Wm. Baker..... "
Lemuel Piercy..... "
Wm. E. Burrier..... "

No. 10 Engine.

Wm. R. Ward.....*Captain.*
John W. Walsh .....*Engineman.*
C. P. Kuhan.....*Ass't Engineman.*
Henry Dunn.....*Driver.*
Jesse Kielholtz.....*Fireman.*
John C. Brady..... "
John Lynch. ..... "
W. Brady..... "
Benjamin F. Seipp..... "
Alfred Squires..... "
D. C. Weaver, Jr ..... "

No. 11 Engine.

Andrew Perry.....*Captain.*
John Calder .....*Engineman.*
P. F. Moriarty.....*Ass't Engineman.*
John Kelly.....*Driver.*
H. R. Seippel .....*Fireman.*
James D. Danels..... "
E. Smith ..... "
Thos. Kane ..... "
Albert H. Gier..... "
Patrick F. Bradley..... "
Jos. P. Kelly..... "
R. V. Pittinger..... "

No. 12 Engine.

Levin J. Broadwater.....*Captain.*
Michael Lycett.....*Engineman.*
Thos. S. Atkinson.....*Ass't Engineman.*
George D. Taylor.....*Driver.*
Joseph W. Moon.....*Fireman.*
Thomas Fitzpatrick..... "
Henry Seebach..... "
Wm. Schulte..... "
Benjamin T. Wirts..... "
Edward C. Klessel..... "
Peter McLaughlin..... "
B. Carter..... "

No. 13 Engine.

James Kelly.....*Captain.*
John H. Deal.....*Engineman.*
John A. Bannon.....*Ass't Engineman.*
George Bowers.....*Driver.*
Lewis Cook.....*Fireman.*
William F. Clabaugh..... "
James LeDoyne..... "
Philip Bowen..... "
Lawrence Pistel..... "
Louis C. Campbell..... "
Charles C. Clabaugh..... "
Edward McGeehan..... "

No. 1 Hook and Ladder.

Henry W. Mears..... *Captain.*
John P. Ward..... *Tillerman.*
W. E. Vanrossum..... *Driver.*
John R. Farr..... *Houseman.*
John B. Keene..... *Ladderman.*
James Disney..... "
George W. Haskell..... "
John R. Battee..... "
Wm. M. Dunn..... "
Frederick Oelman, Jr.. ..... "
James L. Southcomb..... "
Alex. Chrismer..... "
Joseph V. Dougherty ..... "

No. 2 Hook and Ladder.

Frederick A. Marston..... *Captain.*
Charles Rolf..... *Tillerman.*
Thomas Montgomery..... *Driver.*
John G. Gill..... *Houseman.*
Thomas Wagner..... *Ladderman.*
J. F. Schaefer..... "
Lewis Pistel..... "
E. W. Windle..... "
Frederick Branan..... "
Wm. H. Quigley..... "
G. W. Smith..... "
Charles H. Baker..... "
Thomas Strahler..... "

No. 3 Hook and Ladder.

George W. Foxwell.....*Captain.*
John McClellan.....*Tillerman.*
Jas. E. Patterson.....*Driver.*
Chas. Schoepplien.....*Houseman.*
Louis Locks..... "
John N. Downs.....*Ladderman.*
Andrew German..... "
George Bosse..... "
Jesse Vickers..... "
John A. Sauer..... "
U. M. Burns..... "

No. 4 Hook and Ladder.

Geo. H. Houck.....*Captain.*
John W. Blake.....*Tillerman.*
George W. Thorpe.....*Driver.*
James Gill.....*Houseman.*
Chas. Eichelberger.....*Ladderman.*
Thos. H. Reip..... "
Lewis B. Schieve..... "
W. S. Lilly..... "
Jacob Green..... "
W. R. La Shone..... "
Paul Hoffman..... "
Andrew Bilson..... "
H. C. Loane..... "

COMMITTEES

—OF THE—

CITY COUNCIL OF BALTIMORE,

FOR THE YEAR 1883.

JOINT STANDING COMMITTEES.

WAYS AND MEANS.

First Branch.	*Second Branch.*
Ford, Jno. T.	Wright, D. G.
Mahon, J. J.	Fledderman, H. G.
Landstreet, Edward	Mooney, M. E.

BRIDGES.

First Branch.	*Second Branch.*
McAfee, Jno. Q.	Rigney, P.
Burke, Edward A.	Newbold, Jas. F.
Penn, Richard J.	Kelly, Wm. J.

COMMERCE AND MANUFACTURERS.

First Branch.	*Second Branch.*
Rogers, Henry W.	Newbold, Jas. F.
Glenn, Benjamin	Kelly, W. J.
Klinefelter, V. H.	Wentz, John B.

WATER.

First Branch.	*Second Branch.*
Cox, Wm. H.	Mooney, M. E.
Kenny, Jas.	Johnston, Robert
Bankard, Henry N.	Wentz, John B.

CLAIMS.

First Branch.	*Second Branch.*
Landstreet, Edward	Dulany, Jno. M.
Klinefelter, V. H.	Newbold, Jas. F.
Ford, Jno. T.	Wright, D. G.

HIGHWAYS.

First Branch.	*Second Branch.*
Mahon, Jno. J.	Fledderman, H. G.
Hamilton, Thomas H.	Kelly, W. J.
Cox, Wm. H.	Johnston, Robert

HARBOR.

First Branch.	*Second Branch.*
Weyler, John F.	Kelly, W. J.
Reitz, Lewis	Mooney, M. E.
Glenn, Benjamin	Rigney, P.

HEALTH.

First Branch.	*Second Branch.*
Linthicum, J. G.	Wright, D. G.
Blake, J. D.	Dulany, J. M.
Sutherland, J. B.	Fledderman, H. G.

CITY PROPERTY.

First Branch.	*Second Branch.*
Sutherland, J. B.	Rigney, P.
Glenn, Benjamin	Wentz, John B.
Rogers, Henry W.	Newbold, Jas. F.

MARKETS.

First Branch.	*Second Branch.*
Hamilton, Thomas H.	Newbold, J. F.
Kenny, Jas.	Rigney, P.
Blake, J. D.	Wright, D. G.

EDUCATION.

First Branch.	*Second Branch.*
Blake, J. D.	Wentz, John B.
Hamilton, Thomas H.	Dulany, John M.
Rogers, Henry W.	Wright, D. G.

McDONOGH BEQUEST.

First Branch.	*Second Branch.*
Bankard, Henry N.	Dulany, John M.
McAfee, John Q.	Wright, D. G.
Landstreet, Edward	Wentz, John B.

HOUSE OF REFUGE.

First Branch.	*Second Branch.*
Glenn, Benjamin	Newbold, James F.
Ford, John T.	Wentz, John B.
Rogers, Henry W.	Kelly, W. J.

PARKS.

First Branch.	*Second Branch.*
Penn, Richard J.	Johnston, Robert
Linthicum, J. G.	Kelly, W. J.
Reitz, Lewis	Newbold, James F.

POLICE AND JAIL.

First Branch.	*Second Branch.*
Klinefelter, Victor H.	Fledderman, H. G.
Sutherland, J. B.	Johnston Robert
Mahon, John J.	Dulany, John M.

CITY PASSENGER RAILWAYS.

First Branch.	*Second Branch.*
Reitz, Lewis	Mooney, M. E.
Weyler, John F.	Dulany, John M.
Hamilton, Thomas H.	Rigney, P.

FIRE DEPARTMENT.

First Branch.	*Second Branch.*
Burke, Edward A.	Mooney, M. E.
Weyler, John F.	Dulany, John M.
Sutherland, J. B.	Fledderman, H. G.

ALMSHOUSE.

First Branch.	*Second Branch.*
Linthicum, J. G.	Johnston, Robert
Penn, Richard J.	Rigney, P.
Rea, Joseph B.	Newbold, James F.

CITY PRINTING.

First Branch.	*Second Branch.*
Penn, Richard J.	Newbold, James F.
Burke, Edward A.	Wright, D. G.
Cox, W. H.	Fledderman, H. G.

JONES' FALLS.

First Branch.	*Second Branch.*
Kenny, James	Kelly, W. J.
Penn, Richard J.	Johnston, Robert
Rea, Joseph B.	Rigney, P.

INTERNAL IMPROVEMENTS.

First Branch.	*Second Branch.*
Rea, Joseph B.	Kelly, W. J.
Burke, Edward A.	Mooney, M. E.
Kenny, James	Johnston, Robert

ENROLLMENT.

First Branch.	*Second Branch.*
Mahon, John J.	Wentz, John B.
Bankard, Henry N.	Wright, D. G.

Joint Special Committee for the Introduction of the Waters of the Gunpowder River into the City.

First Branch.	*Second Branch.*
Linthicum, J. G.	Rigney, P.
Kenny, James	Kelly, Wm. J.
Burke, Edward A.	Wright, D. G.
Rogers, Henry W.	Johnston, Robert
Penn, R. J.	Newbold, James F.

JOINT SELECT COMMITTEES.

REGISTER'S ACCOUNTS.

First Branch.	*Second Branch.*
Landstreet, Edward	Wentz, J. B.
Klinefelter, Victor H.	Mooney, M. E.
Linthicum, J. G.	Fledderman, H. G.

COMMISSIONERS OF PUBLIC SCHOOL ACCOUNTS.

First Branch.	*Second Branch.*
Hamilton, Thomas H.	Dulany, John M.
Ford, John T.	Wentz, John B.
Reitz, Lewis	Newbold, James F.

COMMISSIONERS FINANCE ACCOUNTS.

First Branch.	*Second Branch.*
Penn, Richard J.	Wright, D. G.
Kenny, James	Fledderman, H. G.
Cox, Wm. H.	Kelly, W. J.

COMPTROLLER'S ACCOUNTS.

First Branch.	*Second Branch.*
Blake, J. D.	Fledderman, H. G.
McAfee, John Q.	Rigney, P.
Bankard, Henry N.	Newbold, James F.

CITY COMMISSIONER'S AND HARBOR COMMISSION'S ACCOUNTS.

First Branch.	*Second Branch.*
Weyler, John F.	Kelly, Wm. J.
Sutherland, J. B.	Johnston, Robert
Rogers, Henry W.	Dulany, John M.

WATER COMMISSIONERS' ACCOUNTS.

First Branch.	*Second Branch.*
Mahon, John J.	Newbold, James F.
Burke, Edward A.	Rigney, P.
Glenn, Benjamin	Wright, D. G.

HEALTH COMMISSIONER'S ACCOUNTS.

First Branch.	*Second Branch.*
Linthicum, J. G.	Johnston, Robert
Blake, J. D.	Dulany, John M.
Kenny, James	Wentz, John B.

COMMISSIONERS' FIRE DEPARTMENT ACCOUNTS.

First Branch.	*Second Branch.*
Kenny, James	Mooney, M. E.
McAfee, John Q.	Rigney, P.
Rea, Joseph B.	Dulany, John M.

ANNUAL REPORTS

OF THE

REGISTER OF THE CITY,

AND OF THE

COMMISSIONERS OF FINANCE,

TO THE

MEMBERS OF THE FIRST AND SECOND BRANCHES

OF THE

CITY COUNCIL,

FOR THE

Fiscal Year ending December 31st, 1882.

REPORT OF

JOHN A. ROBB,

REGISTER OF THE CITY.

Register's Report.

OFFICE OF THE REGISTER OF THE CITY,

BALTIMORE, January 2d, 1883.

To the Honorable the Members of the
First and Second Branches of the City Council:

GENTLEMEN:

As required by section 22 of article XI of the Baltimore City Code, the Register herewith presents "his account of all moneys received and expended by him during the past year;" a "statement of the estimated receipts and payments required for the coming year;" also, tables showing the funded and guaranteed debt of the city as of December 31, 1882; the productive and interest-bearing securities of the city; the unproductive securities; the condition of the sinking funds under his charge for the redemption of the five million loan to the Baltimore and Ohio Railroad Company, and for the redemption of the loan to the Western Maryland Railroad Company, and bonds of the same, guaranteed by the City of Baltimore; and also, the monthly returns of the "keepers of the standards of weights and measures," the latter being in obedience to Ordinance No. 9 of 1881.

The total receipts for the year amount to	$7,747,792 10
To which add the balance from the last year	343,953 26
Making the total amount to be accounted for	$8,091,745 36
The total disbursements as detailed in statement D, are	7,864,135 68
Leaving a cash balance in bank of	$227,609 68

The aggregates of monthly receipts and disbursements are represented in table marked E, and a detailed statement in table marked D, accompanying this report, and the following, eliminated from the latter table, shows the income derived from taxes and from investments, and the expenses proper of the city government; the amount of receipts not income proper, and the disbursements which are not really chargeable to expense account.

RECEIPTS—INCOME PROPER.

From	City Collector, levy of 1882	$2,460,164 03	
"	City Collector, levies of 1881 and previous years	883,102 41	
			$3,343,266 44
"	public schools, tuition fees and J. F. Plummer		47,073 81
"	markets, rents, &c		53,741 31
"	wharfage		34,950 06
"	general licenses		41,763 61
	Amount carried forward		$3,520,795 23

	Amount brought forward	$3,520,795 23
From	auction duties	8,102 13
"	conscience fund	6,561 96
"	Baltimore and Ohio Railroad Company, dividend on stock	325,000 00
"	aggregate of sundry regular sources	37,407 82
	Actual income	$3,897,867 14

RECEIPTS—NOT INCOME PROPER.

From	Baltimore and Ohio Railroad Company, to pay interest on Five Million Loan	$300,000 00
"	Water Board, to pay interest on Water Loans	452,630 00
"	city passenger railway companies, to pay interest on Park Stock	33,333 96
"	city passenger railway companies for Park Sinking Fund	14,082 20
"	improvement of Jones' Falls	1,394 66
"	sale of Jones' Falls 1900 Five Per Cent. Loan	88,500 00
"	improvement of Harford run	4 49
"	sale of Paving Loan of 1920, City Commissioner, &c	129,887 05
"	Park Board	98,729 96
"	tax sales	9,322 73
"	interest on loan paid by Water Board	2,403 02
"	tax on city stock collected for State of Maryland	26,791 16
	Amount carried forward	$5,054,946 37

	Amount brought forward	$5,054,946 37
From	Water Board	753,177 85
"	permanent water supply	808 29
"	temporary loans from banks	1,210,554 82
"	intestate estates	1,479 92
"	sales of city property	280 00
"	sales of Western Maryland Railroad Four Per Cent. 1925 Loan	382,417 80
"	opening and closing streets	97,227 85
"	paving streets	78,609 32
"	State of Maryland for public schools	168,289 88
	Total receipts	$7,747,792 10

DISBURSEMENTS—EXPENSES OF THE CITY.

Interest on the funded debt	$1,069,619 26
Expenses of courts, jail, registration and judgments	219,542 54
Public schools, less amount received from State of Maryland	461,710 12
Public schools, for new buildings	53,928 18
City poor	173,969 37
" account new building for insane.	19,887 50
Sinking funds	13 41
Harbor Commission	64,546 13
Police Department	605,669 84
Health Department	100,746 06
Department of Street Cleaning	218,525 21
Fire Department	181,967 86
Inspector of Buildings Department	56,873 18
City Commissioner's Department	160,746 81
Amount carried forward	$3,387,745 47

Amount brought forward	$3,387,745	47
Department of Lamps, Gas and Electric Lights	195,398	09
City Council expenses	53,388	88
Salaries	67,780	62
Expenses of parks and squares, exclusive of Druid Hill and Patterson	56,889	62
Special appropriations	8,802	97
Superintendent of City Hall	16,362	01
Lamplighters' salaries	45,431	40
Salaries and expenses of City Collector's office	43,683	33
State tax on city loans	10,008	54
Discount on taxes and interest on loans and paving notes	91,819	86
City's proportion for opening streets	67,894	55
General expenditures, being aggregate of sundry items	63,172	56
Total actual expenses of city government	$4,108,377	90

DISBURSEMENTS—Not Expenses Proper.

Interest on Five Million Loan for Baltimore and Ohio Railroad Company	300,000	00
Interest on Water Loans for Water Board.	452,630	00
Interest on Park Loan for Park Board	33,333	96
Public schools, tax from State of Maryland	168,289	88
Park Sinking Fund, from passenger railway companies	14,082	20
Improvement of Jones' Falls	112,176	59
" Harford Run	54,108	45
Amount carried forward	$5,242,998	98

Amount brought forward	$5,242,998 98
Park Board	98,601 30
Interest for Water Board	2,403 02
Tax sales	8,185 11
Water Board	753,765 45
Permanent Water Supply	1,407 86
Temporary loans	1,046,200 00
Western Maryland Railroad Four Per Cent. 1925 Loan	382,417 80
Opening and closing streets	61,340 85
Repaving streets, from Paving Loan 1920	83,955 94
Paving streets and alleys	156,068 21
State of Maryland, tax on City Stock, collected	26,791 16
Total disbursements	$7,864,135 68

The actual income of the city for the year 1881 was $4,239,403.59, and for this year $3,897,867.14, a decrease of $341,536.45, the deficiency being in the collections from taxes in arrear and paving streets, notably Boundary avenue, not having yet reached a decision in the courts. The estimate of collections of taxes in arrear is placed in this report at $822,000, as against $1,198,000 in the last.

While the revenue has decreased it is gratifying to know that the expenses have increased but $1,930.06, and this in the face of an appropriation of $35,000 to the Health Department, (not included in the annual levy,) necessitated to meet the extraordinary outlay required in consequence of the prevalence of small-pox in the city.

ESTIMATES FOR THE CURRENT YEAR.

The estimate of requirements for the current fiscal year, as detailed in statement B, is $4,719,118 21

And the receipts from taxes in arrear, investments and other sources, as specified in table C, are 1,546,600 00

Leaving the amount to be levied for on real and personal property $3,172,518 21

greater by the sum of $685,860.41 than the estimate for last year.

FUNDED AND GUARANTEED DEBT.

December 31, 1882, the funded and guaranteed debt, as per statement A, was $36,945,691.73, an increase during the year of $559,500, being an issue of $371,000 of city 4 per cent. stock, authorized by ordinance No. 71, approved May 10, 1882, and ratified by the legal voters of the city at an election held October 25, 1882, creating a loan of $684,000 to the Western Maryland Railroad Company; the premium on the stock was $11,417.80, which was paid over to the Commissioners of Finance, and $371,000 to the Western Maryland Railroad Company on the day of issue, December 21, 1882, agreeably to the terms of said ordinance; the issue of (at par) $88,500 of Jones' Falls 5 per cent. improvement loan of 1900 to the Commissioners of Finance, and the issue of $100,000 of paving 4 per cent. loan of 1920, (authorized by ordinance 140, approved May 26, 1880;) also to the Commissioners of Finance at a premium of $12,500.

The funded and guaranteed debt being....	$36,945,691 73
And the productive assets.....	31,072,977 68
The net debt is.....	$5,872,714 05
The net debt, Dec 31, 1881, was	6,204,191 03
The amount of funded and guaranteed debt, the interest on which is paid by taxation, is	$13,104,886 82
The amount Dec. 31, 1881, was.....	12,916,386 82

WESTERN MARYLAND RAILROAD SINKING FUND.

This sinking fund, held by the Register in trust for the redemption of the bonds of the Western Maryland Railroad Company, guaranteed by the city, and the loan to it, has increased $9,952.38. The value of this fund, December 31, 1882, was $214,111.47.

FIVE MILLION LOAN SINKING FUND.

By the terms of ordinance No. 63 of 1881, section 2, the "Register shall not be required to invest in the public debt of the city of Baltimore the annual interest on said sinking fund, but shall apply the same to the payment of the interest upon the certificates of stock of the Mayor and City Council of Baltimore, issued under said original ordinance, (passed 27th December, 1853,) and said fund shall remain as it may be when this ordinance takes effect," &c. Since this ordinance became operative, March 30, 1882, the day on which the Act of the General Assembly of Maryland was signed by the Governor,

there have been no investments of the increment of this fund, the amount having been applied as required by said ordinance.

The value of the fund is $2,425,000, and the interest to January 1, 1883, inclusive, so applied, is $127,773.16.

CITY PASSENGER RAILWAY COMPANIES.

The People's City Passenger Railway Company and the Monumental Passenger Railway Company being both in default of payment of the park tax on gross receipts from passengers, by direction of his Honor the Mayor, the City Counsellor has commenced suit to enforce the collection of the same.

I respectfully refer you to the report of the Commissioners of Finance for the condition of the various sinking funds under their charge and belonging to the city, and also to the accompanying tables:

Table A is a statement of the public debt of the city.

Table B is an estimate of requirements for the current fiscal year.

Table C is an estimate of receipts for the current fiscal year.

Table D is a detailed statement of the receipts and disbursements, and showing the appropriations for the various accounts.

Table E shows the aggregate monthly receipts and disbursements.

Table F shows the condition of five million loan sinking fund.

Table G shows the condition of Western Maryland Railroad sinking fund.

Table H shows the monthly returns from the "keepers of the standards of weights and measures."

Respectfully submitted,

JOHN A. ROBB,
Register of the City.

STATEMENT A.

Statement of Funded Debt, December 31, 1882.

Loan.	Rate.	When Payable.	Amount.
Consolidated	5 per cent.	At pleasure after the year 1885	$1,029,061 54
"	6 "	" " July 1, 1890	7,306,546 22
Public Park	6 "	" " Sept. 1, 1890	555,566 25
Exempt	6 "	" " Sept. 1, 1893	410,353 87
Water	6 "	" " July 1, 1894	263,000 00
"	5 "	" " " 1894	3,737,000 00
Funding	6 "	" " " 1900	800,000 00
"	5 "	" " " 1916	1,000,000 00
Water	5 "	" " " 1916	5,000,000 00
Harford Run Improvement	4 "	At pleasure after Jan. 1, 1920	250,000 00
Paving Loan	4 "	" " Nov. 1, 1920	145,000 00
City Hall	6 "	July 1, 1884	1,000,000 00
One Million	6 "	January 1, 1886	1,000,000 00
Valley Railroad	6 "	October 31, 1886	1,015,300 00
Five Million	6 "	January 1, 1890	5,000,000 00
Consolidated	6 "	September 1, 1893	2,211,068 05
Park Improvem't	6 "	January 1, 1895	185,723 80
City Hall	6 "	April 15, 1900	1,000,000 00
Jones' Falls	6 "	" 9, 1900	800,000 00
"	5 "	" 9, 1900	868,500 00
W. Md. Railroad	6 "	January 1, 1902	1,000,000 00
City Hall	6 "	March 7, 1902	500,000 00
W. Md. Railroad	4 "	July 1, 1925	371,000 00
Water	6 "	No interest allowed	4,840 00
Overdue Stock	6 "	" "	732 00
		Total Funded Debt	$35,453,691 73

Guaranteed Debt.

Endorsement for W. Md. R. R. Co., 1st mtge.	$ 200,000 00	
" " " 2d "	300,000 00	
" " " 3d "	875,000 00	
" Union R. R. Co., 1st mtge.	117,000 00	
		1,492,000 00
Total Funded and Guaranteed Debt		$36,945,691 73

From which deduct—

Water Loans of 1894 and 1916, the interest on which is paid by revenue from water rents.	$9,000,000 00	
Park Loans, interest paid by City Passenger Railway Companies	555,566 25	
Western Maryland Railroad 1925 Four Per Cent. Loan, interest paid by W. M. R. R. Co	371,000 00	
Cash in bank in reserve for the redemption of Water stock of 1875	4,840 00	
		9,931,406 25
Amount carried forward		$27,014,285 48

Amount brought forward.....			$27,014,285 48
And the following productive and interest-bearing assets:			
Mortgage on Baltimore and Ohio R. R. Co...		$5,000,000 00	
" Union R. R. Co.		117,000 00	
" West. Md. R. R. Co.....		200,000 00	
32,500 shares of Baltimore and Ohio Railroad Company Stock, at $180		5,850,000 00	
Value of Sinking Funds		8,427,086 43	
550 shares Baltimore and Reistertown Turnpike Company Stock, valued at.....		1,500 00	
137 shares Baltimore and Frederick Turnpike Company Stock, valued at		206 00	
Market houses, producing a yearly rental of.....	$50,000 00		
Improved wharf property, producing a yearly rental of.....	35,000 00		
Other real estate, producing a yearly rental of.....	7,746 76		
	$92,746 76		
Capitalized at 6 per cent.....		1,545,779 00	
			21,141,571 43
The following are the unproductive assets:			$5,872,714 05
Second Mortgage on West. Md. R. R. Co	$300,000 00		
Interest thereon to Jan. 1, 1883	252,000 00		
		$552,000 00	
Third Mortgage on West. Md. R. R. Co.....	$875,000 00		
Interest thereon to Jan. 1, 1883	630,000 00		
		1,505,000 00	
Fourth Mortgage on West. Md. R. R. Co.....	$1,000,000 00		
Interest thereon to Jan. 1, 1883.	630,000 00		
		1,630,000 00	
10,000 shares Valley Railroad Company of Virginia Stock, par $100.		1,000,000 00	
4,000 shares Western Maryland Railroad Company Stock, par $50		200,000 00	
7,600 shares Baltimore and Susquehanna Tidewater Canal Stock, par $50.....		380,000 00	
1,070 shares Baltimore and Hall Springs Railway Company Stock, par $20.		21,400 00	
625 shares Baltimore and Yorktown Turnpike Company Stock.....			
130 shares Baltimore and Havre de Grace Turnpike Company Stock.....			
Besides other property, such as—			
Court Houses, Record Office, City Hall, Jail, Police Stations, Fire Engine Houses and Apparatus, School Houses, Almshouse, Ice Boats, Marine Hospital Grounds, Public Parks, &c., valued at.....		10,000,000 00	
			$15,288,400 00

APPENDIX TO STATEMENT A.

From the total Funded and Guaranteed Debt		$36,945,691 73
Deduct the following:		
Overdue Water Stock, no interest allowed...	$4,840 00	
Overdue Stock, no interest allowed.....	732 00	
And the following, the interest being provided for:		
By Baltimore and Ohio Railroad Company on.....	5,000,000 00	
" dividend on Baltimore and Ohio Railroad Company Stock, being the interest on.	5,416,666 66	
" Western Maryland Railroad Company, interest on first mortgage.....	200,000 00	
" City Passenger Railway Companies, on..	555,566 25	
" Water Board, from rents, on.....	9,000,000 00	
" Union Railroad Company, on.....	117,000 00	
" Commissioners of Finance, for interest on One Million Loan.....	1,000,000 00	
" Commissioners of Finance, interest on Western Maryland Railroad Loan....	1,000,000 00	
" Commissioners of Finance, interest on Western Maryland Railroad Bonds, guaranteed by the city.....	1,175,000 00	
" Western Maryland Railroad Company, interest on Western Maryland Railroad 1925 Four Per Cent. Loan.....	371,000 00	
		23,840,804 91
Leaving the amount on which interest is paid by taxation.....		$13,104,886 82

viz:	$2,897,561 54	interest, at	5 per cent.
	395,000 00	"	4 "
	9,812,325 28	"	6 "
	$13,104,886 82		

STATEMENT B.

The outstanding obligations of the city at the close of the fiscal year, December 31, 1882, and the estimated requirements for the fiscal year ending December 31, 1883, are as follows:

OUTSTANDING OBLIGATIONS.

Temporary loans from banks, &c		$399,354 82	
Balance due Water Board		16,460 45	
" " improvement of Jones' Falls		2,463 50	
" " improvement of Harford run		52,944 16	
" " paving loan 1920, estimated		27,000 00	
" " Park Board		605 10	
" " permanent water supply		6,634 92	
Paving certificates maturing during the year		5,222 22	
Amount collected for opening streets		30,479 26	
		$541,164 43	
Less cash in bank	$227,609 68		
Less amount due for paving and repaving streets	52,210 60		
		279,820 28	
			$261,344 15
Amount carried forward			$261,344 15

STATEMENT B—Continued.

Amount brought forward		$261,344 15
Taxes uncollected, year 1882.	$913,242 56	
Taxes uncollected previous years	508,605 77	
	$1,421,848 33	

Estimated Requirements for the Fiscal Year ending December 31, 1883:

HEALTH DEPARTMENT.

General health	$22,000 00	
Salaries	13,000 00	
Nuisance and sewers	8,000 00	
Quarantine hospital	25,000 00	
Post mortems	600 00	
Extra for small-pox	50,000 00	
		118,600 00

DEPARTMENT OF STREET CLEANING.

126 garbage carts and drivers.	$117,936 00	
66 street carts and drivers	61,776 00	
120 sweepers and scrapers	56,160 00	
Contract for removal of garbage	6,000 00	
Salaries	9,200 00	
Dumps	3,800 00	
Tools and incidentals	1,700 00	
		256,572 00
Amount carried forward		$636,516 15

STATEMENT B—Continued.

Amount brought forward		$636,516 15

FIRE DEPARTMENT.

Salaries.....	$120,091 88	
Apparatus and repairs	26,200 00	
Accidents.....	2,000 00	
Feed.....	10,000 00	
Fuel.....	2,500 00	
Furniture.....	2,500 00	
Harness.....	1,500 00	
Horse-shoeing.....	1,300 00	
Hose.....	8,000 00	
Horses.....	4,000 00	
Ground rents.....	888 24	
Gaslight	1,500 00	
Oils, grease, &c.....	1,100 00	
Miscellaneous.....	1,500 00	
Office expenses.....	850 00	
Washing.....	1,400 00	
Insurance premium on members.....	2,400 00	
Fire-alarm telegraph.....	17,550 00	
		205,280 12

HARBOR BOARD.

Harbor, unexpended balance..	$20,962 77	
" required for 1883.....	65,000 00	
Repairs of wharves	5,000 00	
Amounts carried forward	$90,962 77	$841,796 27

STATEMENT B—Continued.

Amounts brought forward.....	$90,962 77	$841,796 27
Repairs of city dock, unexpended balance.....	6,250 31	
Repairs of city dock, required for 1883.....	3,749 69	
Iceboat F. C. Latrobe	12,000 00	
		112,962 77

GENERAL SUPERINTENDENT OF LAMPS.

Lamp pillars and lamps, supplies and repairs.....	$22,000 00	
Gas and electric light	210,737 50	
Livery.....	300 00	
		233,037 50

SUPERINTENDENT OF CITY HALL.

Coal, gas, cleaning, &c.....		17,000 00

CITY COMMISSIONER'S DEPARTMENT.

Repairs of paved streets.....	$75,000 00	
" bridges.....	10,000 00	
" sewers and inlets.	12,500 00	
" unpaved streets...	3,000 00	
Flag and stepping stones.....	10,000 00	
Paving in front of city property	1,000 00	
Paving and repaving cross streets.....	15,000 00	
Amounts carried forward.....	$126,500 00	$1,204,796 54

STATEMENT B—Continued.

Amounts brought forward.....	$126,500 00	$1,204,796 54
Incidentals.....	50 00	
Salaries	9,000 00	
Extension of Harford-run sewer and inlets.....	9,000 00	
Livery of horses.....	700 00	
Light-street bridge.....	1,200 00	
Light-street bridge, balance due on draw.....	60 00	
Repairs to Harford run—resolution No. 5, 1882.....	8,682 50	
Preston street to regrade from Calvert street to Jones' Falls—ordinance 123, 1882.	4,449 44	
		159,641 94

INSPECTOR OF BUILDINGS.

To complete Insane Asylum building at Bayview.....	$35,000 00	
To complete quarantine hospital.....	11,128 06	
To complete primary school house No. 14.....	6,660 00	
General repairs to public school houses.....	10,000 00	
General repairs to engine houses.....	5,500 00	
General repairs to market houses	3,250 00	
Amounts carried forward	$71,538 06	$1,364,438 48

STATEMENT B—Continued.

Amounts brought forward.....	$71,538 06	$1,364,438 48
General repairs to court houses	1,800 00	
General repairs to City Hall ..	4,500 00	
General repairs to city jail....	1,600 00	
General repairs to monuments,	800 00	
Cleaning cess-pools	2,000 00	
Salaries	4,500 00	
Incidental expenses	500 00	
		87,238 06

CITY LIBRARIAN.

Stationery for the several departments		7,500 00

CRIMINAL COURT AND RECORD OFFICE BUILDING.

Superintendent's salary..	$1,200 00	
Watchman's salary.....	1,000 00	
Janitor for Criminal Court.....	384 00	
Janitress for ladies' room.	300 00	
Janitor for Court of Common Pleas	180 00	
For new furniture and repairs of old.....	125 00	
For new carpets, cleaning and repairing old..... ...	100 00	
Brooms, buckets, brushes, towels, &c.....	50 00	
Amounts carried forward.....	$3,339 00	$1,459,176 54

STATEMENT B—Continued.

Amounts brought forward.....		$3,339 00	$1,459,176 54
Two new stoves for Superior Court		75 00	
Repairing stoves.....		100 00	
Coal hods.....		20 00	
Repairing gas fixtures....		25 00	
Removing ashes, cleaning cellars and coal bins.....		75 00	
Whitewashing rooms and corridors		100 00	
125 tons of coal at $5.....		625 00	
12 cords of wood.....		100 00	
Gas for Criminal Court building.....		200 00	
Ice for Criminal Court building.....		200 00	
Ice coolers and repairs.....		50 00	
Locks and keys and repairs. ..		50 00	
New window curtains and repairs		25 00	
Incidental expenses		40 00	
Five new window awnings for Court of Common Pleas.....		50 00	
Three new window awnings for Record office.....		30 00	
Matting for Court of Common Pleas and repairing carpet.		75 00	
			5,179 00
Amount carried forward.....			$1,464,355 54

STATEMENT B—Continued.

Amount brought forward.....		$1,464,355 54

CITY AND CIRCUIT COURT BUILDING.

Salary of janitor.....	$1,000 00	
" watchman.....	900 00	
Cleaning court rooms and offices.....	536 00	
40 tons of coal.....	220 00	
Ice for rooms.....	100 00	
Gas.....	100 00	
Brooms, buckets, &c.....	35 00	
Hauling ashes and dirt.....	15 00	
Whitewashing.....	15 00	
Repairing furniture.....	35 00	
Cleaning and repairing stoves,	37 50	
Curtains for court rooms.....	66 00	
Incidentals.....	100 00	
		3,159 50

GENERAL EXPENDITURES.

City Council.....	$54,000 00	
General expense.....	2,100 00	
Resolution 129 of 1882, A. G. Walls.....	39 00	
Resolution 141 of 1882, Gazette Publishing Company.....	57 20	
Resolution 132 of 1882, J. H. & J. J. Pfister.....	115 75	
Amounts carried forward.....	$56,311 95	$1,467,515 04

STATEMENT B—Continued.

Amounts brought forward.....	$56,311 95	$1,467,515 04
Resolution 136 of 1882, Armistead Monument.....	2,000 00	
Resolution 151 of 1882, Kane & Flannery.....	75 00	
Resolution 152 of 1882, Theodore Horn.....	145 62	
Resolution 153 of 1882, John Meeth.....	14 40	
Resolution 170 of 1882, Michael Bros.....	250 48	
Resolution 200 of 1882, Criminal Court and jury rooms..	620 00	
Resolution 211 of 1882, hose for Lexington Market.....	150 00	
Riverside Park.....	3,000 00	
Madison Square.....	1,400 00	
Eastern fountain	1,400 00	
Franklin Square.....	1,400 00	
Union Square.....	1,400 00	
Perkins' Spring, ground rent...	2,052 00	
Perkins' Spring.....	1,400 00	
Park Place	800 00	
Taney Place.....	250 00	
Lafayette Square.....	1,400 00	
Jackson Square.....	800 00	
Mt. Vernon Squares.....	1,000 00	
Baker Circle.....	50 00	
Harlem Square.....	3,000 00	
Amounts carried forward.....	$78,919 45	$1,467,515 04

STATEMENT B—Continued.

Amounts brought forward.....	$78,919 45	$1,467,515 04
Broadway Squares.....	2,000 00	
Eutaw Place, first division....	1,000 00	
Eutaw Place, second division.	1,000 00	
Johnston Square.....	1,400 00	
Ashland Square.....	100 00	
Salaries.....	68,169 72	
Public Printing.....	2,000 00	
Transportation to House of Correction.....	150 00	
Discount on tax bills and interest on loans.....	88,000 00	
Mayoralty.....	2,500 00	
Commissioners for Opening Streets.....	150 00	
Supervisors of Elections.	2,000 00	
Lamplighters' salaries.....	45,500 00	
City property, ground rents...	3,800 00	
Winding Maryland Institute clock.....	75 00	
Insurance Bayview Asylum and quarantine buildings....	1,255 00	
City Collector, salaries.....	43,700 00	
Appeal Tax Court.....	150 00	
Dog pound.....	1,200 00	
State tax on city loans.....	11,000 00	
Elections.....	10,200 00	
Maryland Institute School of Design, appropriation 1882..	3,000 00	
Amounts carried forward.....	$367,269 17	$1,467,515 04

STATEMENT B—Continued.

Amounts brought forward	$367,269 17	$1,467,515 04
Maryland Institute School of Design, appropriation 1883.	3,000 00	
Iceboat Maryland.....	10,000 00	
Ringing mechanics' bells.....	200 00	
Taxes refunded.....	4,000 00	
Ground rent, Riverside Park..	3,770 62	
		388,239 79

PUBLIC SCHOOLS.

Salaries for white schools.....	$480,000 00	
Rents and ground rents.....	26,500 00	
Books and stationery.....	40,000 00	
Heating apparatus and repairs	14,000 00	
Furniture.....	10,000 00	
Fuel	15,000 00	
Repairs and cleaning.....	5,000 00	
Incidentals, printing, supplies, &c.....	8,000 00	
Salaries and expenses of colored schools.....	65,000 00	
Vaccinating pupils in the schools.....	2,000 00	
		665,500 00

POLICE DEPARTMENT.

Salaries and incidental expenses	625,000 00
Amount carried forward.....	$3,146,254 83

STATEMENT B—Continued.

Amount brought forward.....		$3,146,254 83
CITY POOR.		
Maintenance of Bayview Asylum.	$70,000 00	
Transportation of poor to homes.....	1,000 00	
Dispensaries.....	5,200 00	
St. Mary's Industrial School...	20,000 00	
Mount Hope Retreat.	13,000 00	
Maryland Hospital for Insane	26,200 00	
Washington University Hospital.....	4,500 00	
University of Maryland Hospital....	4,500 00	
Deaf and dumb at Frederick..	500 00	
Widows and orphans, war 1812	300 00	
Old Defenders.....	300 00	
House of Refuge.....	20,000 00	
House of Reformation for Colored Children.....	15,000 00	
Home of the Friendless, balance of appropriation.....	875 00	
Female House of Refuge, balance of appropriation	750 00	
St. Vincent's Infant Asylum, balance of appropriation....	500 00	
		182,625 00
Amount carried forward.....		$3,328,879 83

STATEMENT B—Continued.

Amount brought forward.....		$3,328,879 83

MISCELLANEOUS STOCKS.

One year's interest on the following stocks:

Consolidated 5 per cent. 1885 loan	$51,453 05	
Consolidated 6 per cent. 1890 loan.	438,392 76	
Public Park 6 per cent. 1890 loan	33,333 96	
Exempt 6 per cent. 1893 loan.	24,621 24	
Water 6 per cent. 1894 loan. ..	15,780 00	
Water 5 per cent. 1894 loan....	186,850 00	
Water 5 per cent 1916 loan....	250,000 00	
Funding 6 per cent. 1900 loan..	48,000 00	
Funding 5 per cent. 1916 loan..	50,000 00	
Harford run 4 per cent 1920 loan	10,000 00	
Paving 4 per cent. 1920 loan...	5,800 00	
City Hall 6 per cent. 1884 loan...	60,000 00	
City Hall 6 per cent. 1900 loan...	60,000 00	
City Hall 6 per cent. 1902 loan	30,000 00	
One million 6 per cent. 1886 loan.....	60,000 00	
Valley Railroad 6 per cent. 1886 loan	60,918 00	
Amounts carried forward....	$1,385,149 01	$3,328,879 83

STATEMENT B—Continued.

Amounts brought forward		$1,385,149 01	$3,328,879 83
Five million 6 per cent. 1890 loan		300,000 00	
Consolidated 6 per cent 1893 loan		132,664 08	
Park improvement 6 per cent. 1895 loan		11,143 38	
Jones' Falls 6 per cent. 1900 loan		48,000 00	
Jones' Falls 5 per cent. 1900 loan		43,425 00	
Western Maryland Railroad 6 per cent. 1902 loan		60,000 00	
Western Maryland Railroad 4 per cent 1925 loan		14,840 00	
Western Maryland Railroad 6 per cent. second mortgage guaranteed bonds		18,000 00	
Western Maryland Railroad 6 per cent. third mortgage guaranteed bonds		52,500 00	
		$2,065,721 47	
Less:			
Interest paid by B. & O. R. R. Co.	$300,000 00		
Interest paid by Commissioners of Finance	190,500 00		
Am'nts carried	$490,500 00	$2,065,721 47	$3,328,879 83

STATEMENT B—Continued.

Am'nts brought.	$490,500 00	$2,065,721 47	$3,328,879 83
Interest paid by Water Board...	452,630 00		
Interest paid by city passenger railway companies..	33,333 96		
Interest paid by W. Md. R. R. Co.	14,840 00		
		991,303 96	
			1,074,417 51

CERTAIN EXPENSES.

Baltimore City Court.....	$16,000 00	
Court of Common Pleas.....	14,000 00	
Superior Court.	15,000 00	
Circuit Court..	9,000 00	
Orphans' Court.....	8,600 00	
Supreme Bench..	2,650 00	
Coroners.....	2,400 00	
Judgments and suits.	20,000 00	
Jail.....	60,710 50	
Magistrates..	13,000 00	
Removed cases.....	5,000 00	
Registration.....	9,500 00	
Criminal Court.....	55,000 00	
		230,860 50
Amount carried forward.....		$4,634,157 84

STATEMENT B—Concluded.

Amount brought forward.....		$4,634,157 84

OPENING AND WIDENING STREETS.

Luzerne street, balance due from 1882.....	$3,592 40	
McKim street, balance due from 1882.....	8,922 88	
McElderry street, balance due from 1882.....	2,097 34	
Patterson Park avenue, balance due from 1882.....	4,546 50	
John street, balance due from 1882.....	5,729 39	
Race street, balance due from 1882.....	1,286 25	
Carey street.....	10,819 26	
Covington street.....	7,668 81	
Cathedral street.....	40,297 54	
		84,960 37
		$4,719,118 21

STATEMENT C.

Estimated Receipts from Taxes in arrear and other specified sources of Revenue for the fiscal year ending December 31, 1883.

Overdue taxes, estimated receipts during the year	$822,000 00
Interest on overdue taxes	47,000 00
Baltimore and Ohio Railroad Company, dividend on stock	325,000 00
Public schools, from State, and tuition fees	200,000 00
Fines from sheriff and magistrates	2,000 00
Jail Visitors	3,000 00
Bayview	2,000 00
Quarantine Hospital	7,500 00
Sale of refuse	2,000 00
Fire Department	200 00
Permits for signs, sheds, &c	6,000 00
Vaults and areas	700 00
Inspector and Sealer of Gas Meters	3,500 00
Rent of market stalls, net	50,000 00
Wharfage, net	27,000 00
City seal	600 00
General license, net	40,000 00
Auction duties	8,000 00
Turnpike dividends	100 00
	$1,546,600 00

STATEMENT D.

NAMES OF ACCOUNTS.	FACE OF LEDGER. DR.	FACE OF LEDGER. CR.	Appropriat'ns.	Received from Collector of Taxes.	Received from other sources.
Baltimore City Court	$15,242 24	$16,000 00	$16,000 00		
Court of Common Pleas	13,983 81	14,020 00	14,000 00		$ 20 00
Superior Court	14,171 14	15,000 00	15,000 00		
Circuit Court	7,304 40	9,000 00	9,000 00		
Orphans' Court	8,053 80	8,675 00	8,675 00		
Supreme Bench	2,650 00	2,650 00	2,650 00		
Coroners	2,400 00	2,400 00	2,400 00		
Fines		1,376 63			1,376 63
Judgments and Suits	24,266 95	20,000 00	20,000 00		
Jail	53 798 12	57,234 50	53,800 00		3,434 50
Magistrates	13,000 00	13,723 60	13,000 00		723 60
Removed Cases	4,972 45	5,000 00	5 000 00		
Registration	5,197 49	18,674 86	18,674 86		
Certain Expenses		194,939 32		$194,939 32	
Criminal Court	54,502 14	55,004 28	55 000 00	4 28	
Schools.					
Public Schools	567,169 96	1,203,694 68	630,000 00	377,451 07	196,243 61
Colored "	62,830 04	19,120 08			19,120 08
City Poor		149,498 43		149,498 43	
Bayview	65,757 07	68,541 10	66,000 00		2,541 10
Transportation of Poor to Homes	782 25	1,201 00	1,200 00		1 00
Dispensaries	5,200 00	5,200 00	5,200 00		
St Mary's Industrial School	20,000 00	20,000 00	20,000 00		
Mt Hope Retreat	13,305 43	13,000 00	13,000 00		

Maryland Hospital for Insane..	26,182 64	26,593 01	26,593 01		
Washington University Hospital	4,236 58	4,500 00	4,500 00		
University of Maryland Hospital	4,236 58	4,500 00	4,500 00		
Deaf and Dumb at Frederick	412 55	500 00	500 00		
Widows and Orphans, War 1812..	300 00	300 00	300 00		
Old Defenders, War 1812	300 00	300 00	300 00		
House of Refuge	16,544 27	20,000 00	20,000 00		
" Reformation for Colored Children	13,584 00	15,000 00	15,000 00		
Home of the Friendless	625 00	1,500 00	1,500 00		
Female House of Refuge..	756 00	1,500 00	1,500 00		
St Vincent's Infant Asylum	1,000 00	1,500 00	1,500 00		
Nursery and Childs' Hospital	753 00	1,500 00	1,500 00		
Park Sinking Fund	14,082 20	14,082 20			14,082 20
City Hall Sinking Fund	8 94	8 94		8 94	
Funded Debt of 1868 Sinking Fund	4 47	4 47		4 47	
Harbor Commission	46,877 34	68,049 33	67,845 83		203 50
Iceboat Latrobe	6,968 58	7,000 00	7,000 00		
Building wharf at Litle Hawkins' Point	3,968 68	4,000 00	4,000 00		
Repairs of wharves	2,981 84	3,000 00	3,000 00		
" City Dock	3,749 69	10,000 00	10,000 00		
Police Department	605,669 84	1,154,077 35	606,486 00	547,559 67	31 68
Health Department.					
Cleaning Streets	218,525 21	218,541 60	218,541 60		
Quarantine Hospital	23,003 80	30,671 01	23,011 75		7,659 26
Refuse	2 48	3,050 48			3,050 48
Nuisances and Sewers	7,990 00	8,000 00	8,000 00		
Post Mortems	300 00	600 00	600 00		
Health	69,449 78	70,003 72	70,003 72		
Amounts carried forward	$2,027,094 76	$3,582,735 59	$2,064,781 77	$1,269,466 18	$248,487 64

STATEMENT D—Continued.

NAMES OF ACCOUNTS.	FACE OF LEDGER. DR.	FACE OF LEDGER. CR.	Appropriat'ns.	Received from Collector of Taxes.	Received from other sources.
Amounts brought forward	$2,027,094 76	$3,582,735 59	$2,064,781 77	$1,269,466 18	$248,487 64
Fire Department.					
Salaries and Incidentals	181,967 86	182,268 77	181,971 27		297 50
Inspector of Buildings.					
Improvement of Lexington market	4,814 52	5,000 00	5,000 00		
Building addition to Bayview Asylum	19,887 50	20,000 00	20,000 00		
" Quarantine Hospital	15,871 94	21,000 00	21,000 00		
" Engine-house No. 4	4,454 98				
" Public School No. 2	9,792 88	9,792 88	9,792 88		
" " No. 4	17,884 00	17,884 00	17,884 00		
" Female Grammar School No. 16	10,993 85	11,000 00	11,000 00		
" Male and Fem. Primary School No. 14	15,257 45	16,000 00	16,000 00		
Salaries and Incidentals	4,278 16	4,425 00	4,425 00		
Permits for Sheds, Signs, &c	1,140 74	7,128 35			7,128 35
Repairs of School-houses	8,744 44	10,000 00	10,000 00		
" Market-houses	2,874 01	4,585 17	4,150 00		435 17
" City Hall	2,721 97	2,750 00	2,750 00		
" Engine-houses	4,138 03	5,081 04	5,081 04		
" Court-houses	2,451 20	3,000 00	3,000 00		
" Clock on N. W. Station-house	90 00	90 00	90 00		
" Belair Market	1,174 00	1,200 00	1,200 00		
" Hollins Hall	200 00	200 00	200 00		
Cleaning Cess-pools of Public Schools	1,467 50	2,000 00	2,000 00		
Repairs of City Jail	2,451 69	2,500 00	2,500 00		

City Commissioner's Department.					
Salaries and Incidentals	9,934 10	10,025 00	10,025 00		
Repairs of Paved Streets	74,969 86	77,070 81	75,000 00		2,070 81
" Unpaved Streets	2,809 23	3 000 00	3,000 00		
" Bridges	10,672 18	12,500 00	12,500 00		
" Sewers	8,960 85	13,507 74	12,300 00		1,207 74
Vaults and Areas		785 15			785 15
Improvement of Jones' Falls	112,176 59	1,394 66			1,394 66
Jones' Falls 1900 5 per cent. Loan	10,000 00	98,500 00			98,500 00
Improvement of Harford Run	54,108 45	4 49			4 49
Harford Run Sewer	3,213 03	10,229 00	10,229 00		
Paving Loan of 1920	83,955 94	129,887 05			129,887 05
Sewer at foot of Washington street	220 00	220 00	220 00		
Light-street Bridge	1,126 75	1,200 00	1 200 00		
McMechen-street Sewer	3,774 36	4,000 00	4,000 00		
Cross Streets	5,988 23	6,000 00	6,000 00		
Schroeder Run Sewer	5,064 06	5,500 00	5,500 00		
Chatsworth Run Sewer	9,813 95	9,827 62	9,825 00		2 62
Paving in front of City Property	893 50	900 00	900 00		
Flag and Stepping-stones	7,993 47	8,015 90	8,000 00		15 90
Reconstruction of Draw on Light-street Bridge	8,699 91	8,700 00	8,700 00		
Iron Plates	2,898 75	3,000 00	3,000 00		
Traps to various Inlets	1,519 90	1,600 00	1,600 00		
Inlets at Fremont and Pratt streets	2,194 68	2,900 00	2,900 00		
Park Commission.					
Druid Hill and Patterson Parks	98,601 30	99,029 96	300 00		98,729 96
Federal Hill Park	19,993 99	20,000 00	20 000 00		
Riverside "	7,974 78	8,770 62	8,770 62		
Harlem "	5,000 00	5,000 00	5,000 00		
Inspector and Sealer of Gas Meters		3,659 50			3,659 50
Amounts carried forward	$2,892,309 34	$4,453,868 30	$2,591,795 58	$1,269,466 18	$592,606 54

STATEMENT D—Continued.

NAMES OF ACCOUNTS.	FACE OF LEDGER. DR.	FACE OF LEDGER. CR.	Appropriat'ns.	Received from Collector of Taxes.	Received from other sources.
Amounts brought forward	$2,892,309 34	$4,453,868 30	$2,591,795 58	$1,269,466 18	$592,606 54
General Superintendent of Lamps	300 00	300 00	300 00		
Gas and Electric Lights	173,793 10	182,000 00	182,000 00		
Lamp-pillars and Lamps	21,304 99	22,584 58	22,500 00		84 58
General Expenditures.					
City Council	53,388 88	54,000 00	54,000 00		
General Expense	1 839 49	2,105 00	2,105 00		
Masonic Hall	3,612 00	3,612 00	3,612 00		
Court-house	4,280 72	4,300 00	4,300 00		
Madison Square	1,399 61	1,400 00	1,400 00		
Eastern Fountain	1 311 99	1,400 00	1,400 00		
Franklin Square	2,000 00	2,000 00	2,000 00		
Union "	1,260 74	1,400 00	1,400 00		
Perkins' Spring Square	3,412 10	3,452 00	3,452 00		
Park Place "	850 00	850 00	850 00		
Taney Place	205 24	250 00	250 00		
Lafayette Square	1,960 91	2,000 00	2,000 00		
Jackson Square	781 02	800 00	800 00		
Mt. Vernon Squares	1,000 00	1,000 00	1,000 00		
Baker Circle	50 00	50 00	50 00		
Broadway Squares	4 494 33	4,500 00	4,500 00		
Eutaw " 1st Division	1,434 35	1,500 00	1,500 00		
" " 2d "	920 89	1,000 00	1,000 00		
Johnston Square	2,721 42	3,000 00	3,000 00		
Ashland "	118 25	150 00	150 00		
Lafayette Market	246 70	580 50			580 50

Centre Market	662 30	7,675 72			7,675 72
Belair "	545 62	8,150 50			8,150 50
Fell's Point Market	590 50	6,601 23			6 601 23
Lexington "	763 00	14,021 31	101 25		13,920 06
Richmond "	422 98	3,655 69			3,655 69
Hanover "	637 96	5,008 54			5,008 54
Cross-street "	339 05	3.116 39			3,116 39
Hollins "	356 65	3,533 68			3,533 68
Broadway Hall	68 34	907 00			907 00
Hollins "	18 78	325 00			325 00
Cross-street "	29 04	267 00			267 00
Wharfage	8,704 57	34 950 06			34,950 06
Salaries	67,780 62	67,823 45	67,573 45		250 00
City Library	7,984 53	8,050 00	8,050 00		
Public Printing	1,566 31	1,749 00	1,600 00		149 00
Transportation to House of Correction	141 10	150 00	150 00		
Tax Sales	8 185 11	9,562 98	240 25		9,322 73
Special Appropriations	8 802 97	8,802 97	8,802 97		
Interest	94 222 88	168 254 75	40,000 00	125,851 73	2,403 02
Superintendent of City Hall	16,362 01	16,400 00	16,400 00		
Interest on Stock Debt	1,855 583 22	2,962,920 43	1,851,956 47		1,110,963 96
Mayoralty	1,124 53	2,521 00	2 500 00		21 00
Commissioners for Opening Streets	125 51	150 00	150 00		
Supervisors of Elections	1,831 39	2,000 00	2,000 00		
Lamplighters	45,431 40	45,528 00	45,528 00		
City Property	4,503 54	5,024 62	3,800 00		1,224 62
Winding Maryland Institute Clock	150 00	150 00	150 00		
Insurance of Bayview Asylum	855 00	863 00	863 00		
City Collector	43,683 33	43,700 00	43,700 00		
Appeal Tax Court	148 26	150 00	150 00		
Dog Pound	1,129 10	1,339 08	1,200 00		139 08
State Tax on City Loans	36,799 70	37,291 16	10 500 00		26,791 16
Elections	10,122 31	12 000 00	12,000 00		
Amounts carried forward	$5,394,667 68	$8,230,744 94	$5,002,779 97	$1,395,317 91	$1,832,647 06

STATEMENT D—Continued.

NAMES OF ACCOUNTS.	FACE OF LEDGER. DR.	FACE OF LEDGER. CR.	Appropriat'ns.	Received from Collector of Taxes.	Received from other sources.
Amounts brought forward	$5,394,667 68	$8,230,744 94	$5,002,779 97	$1,395,317 91	$1,832,647 06
Iceboat Maryland		1,000 00	1,000 00		
Maryland Institute School of Design		3,000 00	3,000 00		
Ringing Mechanics' Bells	100 00	200 00	200 00		
Miscellaneous.					
Water Board	753,765 45	757,202 85	4,025 00		753 177 85
Permanent Water supply	1,407 86	808 29			808 29
City Seal		666 00			666 00
General Licenses	1,350 47	43,363 61	1,600 00		41,763 61
Temporary Loans	1,036,200 00	1,200,554 82			1.200,554 82
Refunded Taxes	3,424 39	4 000 00	4,000 00		
Auction Duties		8,102 13			8,102 13
Internal Improvements		31 30		31 30	
Direct Tax		1,265,126 68		1,265,126 68	
Miscellaneous Stocks		672 593 76		672,593 76	
Opening Streets		10,196 79		10,196 79	
Conscience Fund		6,561 96			6,561 96
System of Sewerage	25 00	25 00	25 00		
Tax Commission	675 00				
Intestate Estates		1,479 92			1,479 92
Turnpike Dividends		214 05			214 05
Entertaining Members of Grand Army of Republic	4,798 42	2,000 00	2,000 00		
Sales of City Property		280 00			280 00
Western Maryland Railroad 4 per cent. Loan of 1925	382,417 80	382,417 80			382,417 80

Sale of City Codes		15 00			15 00
Closing Ferry Point road	7,048 00	8,112 32		8,112 32	
Condemnation of Chatsworth-Run Sewer	522 37				
Closing School-house lane	33 78				
" Old Joppa road	32 93	2,857 88		2,857 88	
" Addison alley	145 25	455 10		455 10	
" Fourth street	87 22				
" Tyson alley	511 72	597 72		597 72	
" Milliman street	688 05	1,037 43		1,037 43	
Opening Cathedral street	1,008 73	23,355 60		23,355 60	
" Luzerne "	19,814 49	23,357 39	13,397 58	9 959 81	
" Covington "	330 88	726 30		726 30	
" Patapsco "	817 00				
" Patterson Park avenue	33.988 61	37,950 35	30,818 26	6 158 99	973 10
" Wolfe street	3,625 44	135 50		135 50	
" Race "	5,234 88	7,300 48	2,471 68	4,828 80	
" Presstman street	32,064 31	29,342 64	13,621 99	14,720 65	1,000 00
" alley from Postoffice avenue to Holliday street	5,195 25	5,514 07	2,036 07	3,303 00	175 00
" John street		6 394 11	5,729 39	664 72	
" North "	6,000 00	6,580 34	862 77	5,717 57	
" McElderry street	11,216 88	12.904 44	4,686 20	8,218 24	
" Carey "	193 18	3,980 12		3,980 12	
" Gold "	315 75				
" Robert "	360 68				
" McKim "		8,922 88	8,922 88		
Paving Interest,		1,174 73		1,174 73	
" North avenue	13,982 98	2,389 16		2,389 16	
" West Falls avenue	2,433 28				
" Marshall street	1,155 26	1,269 40		1,269 40	
" Central avenue	2,930 45	3,359 86		3,359 86	
" Sharp street		661 14		661 14	
" Calvert "	29,646 94	25,966 03		25,966 03	
Amounts carried forward	$7,758,216 38	$12,804,929 89	$5,101,176 79	$3,472,916 51	$4,230,836 59

STATEMENT D—Concluded.

NAMES OF ACCOUNTS.	FACE OF LEDGER. DR.	FACE OF LEDGER. CR.	Appropriat'ns.	Received from Collector of Taxes.	Received from other sources.
Amounts brought forward					
Paving Howard street with Belgian blocks	23,919 91				
" Truxton street		752 02		752 02	
" St. Paul "	150 40	2,736 06		2,736 06	
" Binney "		1,719 19		1,719 19	
" Light "		546 67		546 67	
" Charles "	11,986 62	9,147 62		9,147 62	
" " " with Belgian blocks	36,374 75				
" China street		819 14		819 14	
" Claret street		264 22		264 22	
" Goodman alley		43 14		43 14	
" Mount street	5,048 17	5,947 61		5,947 61	
" O'Donnell street	61 60				
" Fulton avenue	3,520 35	4,026 85		4,026 85	
" Fayette street		65 34		65 34	
" Hoffman "	513 99	250 00			250 00
" 15-foot alley, between McCulloh street and Madison avenue	58 76				
" Hanover street		3,270 50		3,270 50	
" Oliver street	1,113 77	1,441 52		1,441 52	
" Stoddard alley	1,851 27	1,948 87		1,948 87	
" Elliott street		132 29		132 29	
" Henry "	127 88				
" Washington street	367 38				
" Cole street	207 02	16 80		16 80	

Paving Robert street	1,096 64	1,265 61		1,265 61	
" Bloom "	141 92	764 26		764 26	
" Valley "	1,384 67	3,140 84		3,140 84	
" Saratoga "		465 15		465 15	
" Morton alley	435 78	549 30		549 30	
" Ann street	58 26				
" Gilmor street	155 33				
" Plum alley	69 18				
" Vincent alley	1,813 58	1,331 98		1,331 98	
" Covington street	6,455 69				
" North street	627 08				
" Burke "	954 06	636 05		636 05	
" Castle "	139 97				
" Broadway	7,285 27	2,757 97		2,757 97	
Mayor and City Council	5,101,176 79				
Cash	7,747,792 10	7,864,135 68			
Totals	$20,713,104 57	$20,713,104 57	$5,101,176 79	$3,516,705 51	$4,231,086 59

STATEMENT E.

Receipts and Disbursements from December 31, 1881, to December 31, 1882

	Receipts.	Disbursements
January	$245,757 28	$653,672 93
February	550,930 32	291,053 23
March	301,023 81	500,537 77
April	669,708 12	618,798 50
May	530,717 96	1,237,533 36
June	1,829,108 65	809,519 46
July	383,312 71	646,405 85
August	386,128 61	342,967 73
September	375,416 59	479,180 56
October	506,016 11	592,830 91
November	579,492 28	831,275 58
December	1,390,179 66	860,359 80
	$7,747,792 10	$7,864,135 68
Balance December 31, 1881	343,953 26	
Balance December 31, 1882		227,609 68
	$8,091,745 36	$8,091,745 36

STATEMENT F.

The condition of the Sinking Fund for the Redemption of the Five Million Loan to the Baltimore and Ohio Railroad Company the 31st day of December, 1882, is as follows:

Consolidated	6	per cent.	loan of	1890.....	$198,500 00
Five Million	6	"	"	1890	847,300 00
City Hall	6	"	"	1884.....	52,900 00
"	6	"	"	1900.....	41,300 00
"	6	"	"	1902.....	6,200 00
Funding	6	"	"	1900.....	58,900 00
Consolidated	5	"	"	1885.....	34,000 00
Park Improvement	6	per cent.	loan of	1895.	6,600 00
Valley Railroad	6	"	"	1886.	50,000 00
Jones' Falls	6	"	"	1900.	28,000 00
"	5	"	"	1900.	71,100 00
Public Park	6	"	"	1890.	45,300 00
One Million	6	"	"	1886.	157,400 00
West. Md. Railroad	6	"	"	1902.	50,900 00
Water	5	"	"	1894.	39,100 00
"	5	"	"	1916.	297,900 00
Exempt	6	"	"	1893.	12,200 00
Consolidated	6	"	"	1893.	331,900 00
Western Maryland Railroad Guaranteed Bonds, (registered).....					25,000 00
Western Maryland Railroad Guaranteed Bonds, (coupon).....					69,000 00
Union Railroad Guaranteed Bonds, (coupon)					1,500 00
					$2,425,000 00

STATEMENT G.

The Condition of the Sinking Fund for the Redemption of the Bonds of the Western Maryland Railroad Company, guaranteed by the City of Baltimore, December 31, 1882, is as follows:

Consolidated 6 per cent. 1890 loan	$10,700 00	
Consolidated 6 per cent. 1893 loan	3,600 00	
One million 6 per cent. 1886 loan	1,500 00	
Western Maryland Railroad 6 per cent 1902 loan	3,200 00	
Public Park 6 per cent. 1890 loan	1,100 00	
Five million 6 per cent. 1890 loan	3,300 00	
Valley Railroad 6 per cent. 1886 loan	1,200 00	
City Hall 6 per cent. 1884 loan.	2,000 00	
Jones' Falls 6 per cent. 1900 loan	800 00	
		$27,400 00
Water 5 per cent. 1916 loan	14,000 00	
Funding 5 per cent. 1916 loan.	1,300 00	
Water 5 per cent. 1894 loan	100 00	
Consolidated 5 per cent. 1885 loan	500 00	
Amounts carried forward...	$15,900 00	$27,400 00

STATEMENT G—Concluded.

Amounts brought forward..	$15,900 00	$27,400 00
Jones' Falls 5 per cent. 1900 loan	2,500 00	18,400 00
Western Maryland Railroad guaranteed bonds, (registered).....	9,000 00	
Western Maryland Railroad guaranteed bonds, (coupon).	159,500 00	168,500 00
		$214,300 00
Less amount over-invested....		188 53
		$214,111 47

STATEMENT H.

Statement showing the Monthly Returns of the "Keepers of the Standards of Weights and Measures," from March 1, 1882, to December 31, 1882.

1882.	C. Leutbecker. N. W. District.	Chas. E. Stewart. S. W. District.	Wm. Henry. N. E. District.	Francis Herr. S. E. District.	Totals.
March	$102 73	$275 24	$266 41	$266 42	$ 910 80
April	310 90	300 94	271 71	232 17	1,115 72
May	275 87	715 00	510 30	37 06	1,538 23
June	43 03	230 03	103 07	114 63	490 76
July	.....	150 00	60 32	116 80	327 12
August	44 83	16 02	177 14	143 45	381 44
September	.....	.....	36 02	45 30	81 32
October	.....	.....	27 43	18 37	45 80
November	10 05	45 05	18 21	22 81	96 12
December	99 15	27 05	11 20	30 40	167 80
Totals	$886 56	$1,759 33	$1,481 81	$1,027 41	$5,155 11

COMMUNICATIONS.

Baltimore, January 2, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The Inspector of Buildings will ask for appropriations as follows:

For completion of addition to Bayview Asylum	$35,000 00
For completion of quarantine hospital	11,128 06
For completion of Primary Public School No. 14	6,660 00
For general repairs public schools	10,000 00
" " engine-houses	5,500 00
" " market-houses	3,250 00
" " court-houses	1,800 00
" " City Hall	4,500 00
" " City Jail	1,600 00
" " monuments	800 00
For cleaning cesspools	2,000 00
" salaries	4,500 00
" incidental expenses	500 00
	$87,238 06

Respectfully submitted,

JOHN S. HOGG,
Inspector of Buildings.

Baltimore, January 9, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The estimate for the Fire Department for the year 1883 is as follows:

Salaries	$120,091 88
Apparatus and repair	26,200 00
Accident	2,000 00
Feed	10,000 00
Fuel	2,500 00
Furniture	2,500 00
Harness	1,500 00
Horse-shoeing	1,300 00
Hose	8,000 00
Horses	4,000 00
Ground rents	888 24
Gaslight	1,500 00
Oils, grease, &c	1,100 00
Miscellaneous	1,500 00
Office expenses	850 00
Washing	1,400 00
Insurance premium on members	2,400 00
Fire alarm telegraph	17,550 00
Total	$205,280 12

Respectfully,

SAMUEL W. REGESTER, *President,*
THOMAS W. CAMPBELL,
CHARLES B. SLINGLUFF,
SAMUEL HANNAH,
J. F. MORRISON,
BART. E. SMITH,
Board of Fire Commissioners.

Attest:

GEO. A. CAMPBELL, *Secretary.*

BALTIMORE, January 1, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The amounts required for the City Commissioner's Department, for the year ending 31st December, 1883, are as follows:

Repairs of paved streets	$75,000 00
" bridges	10,000 00
" sewers and inlets	12,500 00
" unpaved streets	3,000 00
Flag and stepping-stones	10,000 00
Paving in front of city property	1,000 00
Paving and repaving "cross streets"	15,000 00
Incidentals	50 00
Salaries	9,000 00
Extension of Harford-run sewer and inlets.	9,000 00
Livery of horses	700 00
Light-street bridge	1,200 00
" " balance due on reconstruction of draw	60 00
Harford-run sewer, to repair from Eastern avenue to Bank street, Resolution No. 5, of 23d November, 1882	8,682 50
Preston street, to regrade, &c., from Calvert street to Jones' Falls, Ordinance 123, of 21st October, 1882	4,449 44
	$159,641 94

Respectfully submitted,

THOMAS S. WILKINSON,
City Commissioner.

BALTIMORE, January 1, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The following is an estimate of requirements for Old Masonic Hall, City and Circuit Courts:

Janitor	$1,000 00
Watchman	900 00
Cleaning courts and offices	536 00
Forty tons of coal	220 00
Ice	100 00
Gas	100 00
Brooms, buckets, &c. &c	35 00
Hauling dirt and ashes	15 00
Whitewashing	15 00
Repairing furniture	35 00
Cleaning and repairing stoves	37 50
Curtains for City and Circuit Courts	66 00
Incidentals	100 00
	$3,159 50

Respectfully submitted,

P. REILLY,
Janitor.

BALTIMORE, January 1, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—Estimated expense of Criminal Court, Record Office and grounds, for the year 1883:

Superintendent, salary	$1,200 00
Watchman, salary	1,000 00
Janitor for Criminal Court, salary	384 00

Janitor ladies' room, salary	300 00
Janitor for Court of Common Pleas, salary	180 00
For new furniture and keeping old in repair	125 00
For new carpets, cleaning and repairing old	100 00
For brooms, buckets, brushes, towels, &c	50 00
For two new stoves for Superior Court	75 00
For repairing stoves, rebricking, new pipes, &c.	100 00
For new coal hods and repairing old ones	20 00
Repairing gas fixtures, new globes, burners, &c.	25 00
Removing ashes, cleaning cellars and coal bins.	75 00
Whitewashing prisoners' room, rotunda and basement of Criminal Court, and stairway of the Record Office	100 00
125 tons of coal for all the court rooms, jury rooms and Record Office, at $5 per ton	625 00
12 cords of wood for same rooms as for coal	100 00
Gas for Criminal Court building	200 00
Ice for Criminal Court building	200 00
Ice coolers and repairing old ones	50 00
Locks and keys and repairing	50 00
New window curtains and repairing	25 00
Incidental expenses, extra help, cutting grass, &c	40 00
Five new window awnings for Court of Common Pleas, at $10	50 00
Three new window awnings for Record Office, at $10	30 00
Cocoa matting for Court of Common Pleas and repairing carpet	75 00
	$5,179 00

Respectfully submitted,

WM. H. CLIFFORD,
Superintendent.

Baltimore, January 5, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—In the estimation of the Board of Commissioners of Public Schools, the following amounts will be required for the current expenses of said Board for the year 1883, viz:

For salaries	$480,000 00
" rents and ground rents	26,500 00
" books and stationery	40,000 00
" heating apparatus and its repairs	14,000 00
" furniture	10,000 00
" fuel	15,000 00
" repairs and cleaning	5,000 00
" incidentals, printing, supplies, &c	8,000 00
" salaries and all other items for colored schools	65,000 00
" vaccinating pupils in the schools, &c	2,000 00
	$665,500 00

Very respectfully,

HENRY M. COWLES,
Secretary.

BALTIMORE, December 28, 1882.

JOHN A. ROBB, Esq., *City Register:*

Sir—The estimated expenses of this office for the year 1883, will be $7,500.

Respectfully submitted,

SAMUEL D. SMITH,
City Librarian.

BALTIMORE, December 30, 1882.

JOHN A. ROBB, Esq., *City Register:*

Sir—I have the honor to submit the following estimates of funds required for this department during 1883:

Account harbor:	
Unexpended balance of 1882	$20,962 77
New appropriation	65,000 00
Total account harbor	$85,962 77
Account repairs of wharves:	
For general repairs	$5,000 00
Account repairs at City Dock:	
Unexpended balance	$6,250 31
New appropriation	3,749 69
	$10,000 00
Account iceboat maintenance:	
For general expenses	$12,000 00

By order of Harbor Board,

N. H. HUTTON, *Engineer.*

Baltimore, December 28, 1882.

JOHN A. ROBB, Esq., *City Register:*

Sir—The sum of six hundred and twenty-five thousand dollars will be required for the expenses of the Police Department of Baltimore city during 1883.

Very respectfully,

GEO. COLTON, *President.*

BALTIMORE, January 1, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The following is the estimate of expenses for the Department of Street Cleaning for the year 1883:

126 Garbage carts and men	$117,936 00
66 Street carts and men	61,776 00
120 Sweepers and scrapers	56,160 00
Contract for removal of garbage	6,000 00
Salaries	9,200 00
Dumps	3,800 00
Tools and incidentals	1,700 00
	$256,572 00

Respectfully submitted,

JAMES E. CARR,
Commissioner of Street Cleaning.

Baltimore, December 30, 1882.

JOHN A. ROBB, Esq., *City Register:*

Sir—In your estimate of expenses for the various departments of the city government for the year 1883, please name as the necessary sum for Bayview, seventy thousand dollars, for the maintenance of the institution and the introduction of a sufficient supply of water for the better protection of life and property.

Respectfully, &c.,

C. P. MONTAGUE,
President Board of Trustees.

BALTIMORE, December 28, 1882.

JOHN A. ROBB, Esq., *City Register:*

Sir—The following are the estimated requirements and receipts of the office of General Superintendent of Lamps, &c., for the year 1883:

Lamps, pillars and lamps, including gasoline lamp supplies and repairs, gas and gasoline posts, lamps or lanterns, repairs of gas lamps, street signs, globes, and incidentals	$22,000 00
Gas and electric lights, including gas for street lamps, markets, halls, bridges, squares, &c	210,737 50
And unexpended balance—	
Keeping of General Superintendent's horse and wagon	300 00
Estimated receipts, inspecting meters	2,000 00
Repairs of lamps	75 00

Respectfully submitted,

F. W. KING.

Baltimore, January 3, 1883.

JOHN A. ROBB, Esq., *City Register:*

Sir—The estimated expense of this department for the year ending December 31, 1883, will be $17,000.

Respectfully,

JAMES DONNELLY,
Superintendent City Hall.

REPORT

OF THE

DEPARTMENT OF FINANCE,

FOR THE YEAR 1882.

REPORT.

BALTIMORE, December 31, 1882.

To the Honorable the Members of the
First and Second Branches of the City Council:

GENTLEMEN:

The Commissioners of Finance have the honor to submit for your consideration, statements in detail, exhibiting their transactions during the year, as follows, viz:

1. A summary of receipts and payments on account of the various Sinking Funds.

2. A statement of investment purchases.

3. A statement exhibiting the amount of the Redemption and the Sinking Funds, December 31, 1882.

4. A schedule of real estate and ground rents, from which income is derived.

5. A statement of the Funded Debt of the City, and of the Guarantees.

6. A balance sheet of the Sinking Funds' Ledger.

7. A statement of the indebtedness of the Western Maryland Railroad Company to the Mayor and City Council of Baltimore.

8. A statement of the total liabilities of the Western Maryland Railroad Company.

The matters embraced in the foregoing are exhibited under the respective heads, in a detailed form, in the appendix to this report.

1.—Receipts and Payments.

The receipts have been derived as follows:

From cash to credit of sinking funds, December 31, 1881	$56,514 39	
From cash to credit of water loan 1875, December 31, 1881	4,840 00	
		$61,354 39
From dividends on Baltimore and Ohio Railroad stock	$325,000 00	
From Baltimore and Ohio Railroad Company on account of purchase of Pittsburg and Connellsville Railroad bonds	40,000 00	
From net sales of $371,000 of Western Maryland Railroad loan 1925	371,000 00	
From Mayor and City Council for loans	135,000 00	
		871,000 00
From interest upon investments		425,791 29
Amount carried forward		$1,358,145 68

Amount brought forward....		$1,358,145 68
From rental of real estate...		17,935 28
From Western Maryland Railroad Company for rental of Hillen station to December 15, 1882, under contract authorized by ordinance No. 97, 1875..		16,000 00
Of this amount, $2,000, being one-eighth, is set apart as a sinking fund.		
From tax collections, levies for increase of funds.....		13 41
From City Passenger Railway Company.....		6,570 94
From Citizens' Railway Company.....		3,687 26
From North Baltimore Railway Company.....		3,418 54
From York Road Railway Company.....		405 46
From sales of stock.....		182 85
From premium on $371,000 Western Maryland Railroad loan 1925		11,417 80
		$1,417,777 22
The payments have been made as follows:		
For investment purposes....	$209,068 38	
For interest on stock debt...	517,150 00	
For account of depot for Western Maryland Railroad Terminal Company.	95,000 00	
Amounts carried forward. ..	$821,218 38	$1,417,777 22

Amounts brought forward...	$821,218 38	$1,417,777 22
For net sales of $371,000 Western Maryland Railroad loan 1925, paid Western Maryland Railroad Company.....	371,000 00	
For loan to Mayor and City Council.....	10,000 00	
For sundry expenses.....	1,598 50	
		1,203,816 88
Balance.....		$213,960 34
Cash in bank to credit of funds.....	$209,120 34	
Cash in bank to redeem water stock outstanding...	4,840 00	
		$213,960 34

2.—Investment Purchases.

This statement is submitted in obedience to article XLII, section 13, of the Code, and exhibits in detail the purchase of stocks and bonds amounting to $196,406.88, at an average cost of $106\frac{41}{100}$ per cent., the total amount of said purchases being.....	$209,068 38

3.—The Amount of the Redemption and Sinking Funds,

Exhibiting in detail the amount and condition of the investments of the funds, as shown by the books of the Commissioners of Finance, as follows:

Productive Investments:

General sinking fund.....	$7,974,218 64	
Public Park sinking fund...	426,123 98	
Hillen station sinking fund	15,460 66	
Western Maryland Railroad loan 1925 sinking fund....	11,283 15	
		$8,427,086 43

Other Productive Investments:

Real estate, as shown in statement No. 4, from which an annual rental of $7,746.76 is derived. This sum capitalized at 6 per cent. is worth.....	$129,112 00	
550 shares stock Baltimore and Reisterstown Turnpike Company.....	1,500 00	
137 shares stock Frederick Turnpike Company.....	206 00	
		130,818 00
		$8,557,904 43

Unproductive Investments:

Western Maryland Railroad Company, 4,000 shares stock.....	$200,000 00	
Western Maryland Railroad Company, mortgage to secure endorsements.	1,175,000 00	
Amounts carried forward ...	$1,375,000 00	$8,557,904 43

Amounts brought forward...	$1,375,000 00	$8,557,904 43
Western Maryland Railroad Company, loan of city stock.....	1,000,000 00	
Western Maryland Railroad Company, accrued interest advanced upon bonds guaranteed and stock loaned.....	1,512,000 00	
625 shares stock Baltimore and Yorktown Turnpike Company.....		
120 shares stock Baltimore and Havre de Grace Turnpike Company.....		
Baltimore, Susquehanna and Tide-water Canal Company stock, 7,600 shares ..	380,000 00	
Baltimore and Hall's Springs Railway Company stock, 1,070 shares, par value $20.	21,400 00	
Valley Railroad Company of Virginia stock, ...	1,000,000 00	
		5,288,400 00
Total productive and non-productive investments ..		$13,846,304 43

INCREASE OF SINKING FUNDS.

The increase of the funds from December 31, 1881, to December 31, 1882, amounting to.....	$276,799 98
Amount carried forward.....	$276,799 98

Amount brought forward....			$276,799 98
Was derived thus:			
From interest upon investments.....		$425,161 29	
From dividends on Baltimore and Ohio Railroad stock.....		325,000 00	
From rental of real estate..		17,935 28	
From rental of Hillen Station		14,000 00	
From premium on Western Maryland Railroad loan 1925		11,417 80	
From tax collections.		13 41	
From City Passenger Railway Company		6,570 94	
From Citizens' Railway Company.....		3,657 26	
From North Baltimore Railway Company.....		3,418 54	
From York Road Railway Company		405 46	
From Western Maryland Railroad Funding Certificate		600 00	
		$808,209 98	
Deduct:			
Amount paid Mayor and City Council for interest on stock debt $325,000 00			
Am'nts carried	$325,000 00	$808,209 98	$276,799 98

Am'nts brought.	$325,000 00	$808,209,98	$276,799 98
For interest on one million loan	60,000 00		
For interest on Western Maryland Railroad loan	60,000 00		
For interest on Western Maryland Railroad bonds	72,150 00		
For sundry expenses	1,598 50		
Loss in purchase of stocks	12,661 50		
		$531,410 00	
			$276,799 98
And disbursed and held as follows:			
For investment purchases		$196,406 88	
For account depot for Western Maryland Railroad Terminal Company		95,000 00	
For Western Maryland Railroad Funding Certificate.		600 00	
		$292,006 88	
Less amount purchases belonging to 1881	$221,514 39		
Less sales of stock	182 85		
Am'nts carried	$221,697 24	$292,006 88	$276,799 98

Am'nts brought.	$221,697 24	$292,006 88	$276,799 98
Less amount received for Hillen Station Sinking Fund.	2,630 00		
		224,327 24	
		$67,679 64	
Amount on hand to credit of funds		209,120 34	
			$276,799 98

4.—Real Estate and Ground Rents.

The schedule of real estate and ground rents presented in this form for convenience of reference, embraces only so much of the city property as is in control and shown upon the books of this Board, and from which income is derived by rentals.

The income derived from the public wharves and other valuable property, being applied to current expenditures, does not appear in these accounts. Baltimore City Code, Section 14, Article XLII, page 717.

5.—The Funded Debt and Guarantees

Amount to a sum total of		$36,945,691 73
At date of last annual report, December 31, 1881, these issues amounted to		36,386,191 73
Amount of increase during the year		$559,500 00
Thus:—		
Amount of five per cent. Jones' Falls loan issued..	$88,500 00	
Amounts carried forward....	$88,500 00	$559,500 00

Amounts brought forward ..	$88,500 00	$559,500 00
Amount of paving loan 1900 issued.....	100,000 00	
Amount of Western Maryland Railroad loan 1925 issued.....	371,000 00	
		$559,500 00

INCREASE OF FUNDED DEBT AUTHORIZED.

The Jones Falls loan, by ordinance No. 12 of 1870....	$831,500 00	
The paving loan 1920, by ordinance No. 131 of 1880..	355,000 00	
The Western Maryland Railroad loan 1925, by ordinance No. 71 of 1882.....	313,000 00	
The water loan 1922, by ordinance No. 91 of 1882....	500,000 00	
The Patterson Park extension loan, by ordinance No. 120 of 1882.....	200,000 00	
		$2,199,500 00

6.—THE FINANCIAL CONDITION OF THE CORPORATION.

Amount of funded debt December 31, 1882..... .....|	$35,453,691 73	
Amount of guarantee liabilities December 31, 1882...	1,492,000 00	
		$36,945,691 73
Amount carried forward.....		$36,945,691 73

Amount brought forward. ..		$36,945,691 73
Less amount of cash in bank, set aside for the redemption of water stock 1875, now outstanding.....		4,840 00
		$36,940,851 73
Of this amount interest is provided or paid, as follows:		
The Baltimore and Ohio Railroad Company, upon.	$5,000,000 00	
The city passenger railway companies, upon.....	555,566 25	
The Water Board, from income, upon.....	9,000,000 00	
The Union Railroad Company, upon	117,000 00	
The Western Maryland Railroad Company, upon.....	571,000 00	
		$15,243,566 25
Productive Investments:		$21,697,285 48
The Baltimore and Ohio Railroad stock, 32,500 shares, at $180 per share..	$5,850,000 00	
Baltimore and Reisterstown Turnpike Company stock, 550 shares.	1,500 00	
The sinking funds, value....	8,427,086 43	
The Frederick Turnpike Company stock, 137 shares	206 00	
Amounts carried forward....	$14,278,792 43	$21,697,285 48

Amounts brought forward..		$14,278,792 43	$21,697,285 48
The real estate, annual rental.....	$7,746 76		
The wharf property, annual rental.....	35,000 00		
The market-houses, annual income.....	50,000 00		
	$92,746 76		
This provides interest upon.		1,545,779 00	
			15,824,571 43
Balance			$5,872,714 05

Unproductive Investments:

Western Maryland Railroad Company, 4,000 shares stock	$200,000 00
Western Maryland Railroad Company, mortgages to secure endorsements and loan of city stock.....	2,175,000 00
Western Maryland Railroad Company, accrued interest advanced	1,512,000 00
Baltimore, Susquehanna and Tide-water Canal Company stock, 7,600 shares...	380,000 00
Baltimore and Hall's Springs Railway Company stock, 1,070 shares, par value $20	21,400 00
Amount carried forward.....	$4,288,400 00

Amount brought forward....	$4,288,400 00	
Valley Railroad Company of Virginia stock.....	1,000,000 00	
		$5,288,400 00
Baltimore and Yorktown Turnpike Company stock, 625 shares.....		
Baltimore and Havre-de-Grace Turnpike Company stock, 120 shares.....		

This statement does not embrace any items connected with current receipts and expenditures, but refers only to the stock and bond liabilities of the corporation, and to investments specially set apart for redemption of the same.

The accounts now submitted for your consideration exhibit in detail all the transactions of the past year.

They show the gross receipts from all sources to have been.....		$1,417,777 22
The disbursements have been as follows:		
For investment purchases, (see statement No. 2).	$209,068 38	
For interest paid upon the funded debt of the city.....	517,150 00	
For account of depot for Western Maryland Railroad Terminal Company.....	95,000 00	
For proceeds of sale of $371,000 Western Maryland Railroad loan 1925, paid to Western Maryland Railroad Comp'ny	371,000 00	
Amounts carried forward.....	$1,192,218 38	$1,417,777 22

Amounts brought forward.....	$1,192,218 38	$1,417,777 22
For loan to Mayor and City Council	10,000 00	
For sundry expenses paid during the year.....	1,598 50	
Total disbursements.....		$1,203,816 88
Balance, being amount cash in bank to credit of funds.... ..		$213,960 34

This sum is held for payment of interest due January 1, 1883.

The present value of the sinking funds' investments, represented in statement 3, appendix, is shown to be.....	$8,427,086 43
The value of the same on December 31, 1881, was.....	8,150,286 45
Thus showing an increase during the year of	$276,799 98

A sale of $371,000 city stock (the 4 per cent. Western Maryland Railroad loan 1925) was made by public advertisement, inviting competitive bids, on December 20, 1882, at a premium of $11,417.80.

And sales to the sinking funds were made as follows:

Of the paving loan 1920, June 8th, $100,000.

Of the 5 per cent. Jones' Falls loan, April 6th, $20,000; May 8th, $20,000; July 13th, $5,000; August 3d, $5,000; August 24th, $5,000; September 8th, $10,000; October

9th, $5,000; November 6th, $10,000; December 8th, $3,500; December 18th, $4,000.

Respectfully submitted,

WM. PINKNEY WHYTE, *Chairman,*
JAMES SLOAN, JR.,
ROBERT T. BALDWIN,
Commissioners of Finance.

JOHN A. ROBB,
Clerk to Commissioners of Finance.

APPENDIX.

STATEMENT

Dr. *The Commissioners of Finance in account with*

To balance of cash in bank to credit of sinking funds . .	$56,514 39	
To balance of cash in bank to credit of water loan 1875 . .	4,840 00	
		$61,354 39
To General Sinking Fund:		
Received for fractions of stock sold	$182 85	
Received from rental of real estate	17,935 28	
Received from rental of Hillen Station	14,000 00	
Received for interest on stock and investments	403,390 79	
Received for account of sale of Pittsburg and Connellsville Railroad bonds	40,000 00	
Received of Mayor and City Council for tax levy	13 41	
		475,522 33
To Public Park Sinking Fund.		
Received for interest on stock.	$21,770 50	
Received from City Passenger Railway Company	6,570 94	
Received from Citizens' Railway Company	3,687 26	
Amounts carried forward....	$32,028 70	$536,876 72

No. 1.

the Mayor and City Council of Baltimore. CR.

By General Sinking Fund:		
Purchased fractions of city stock	$106 88	
Purchased $55,800 of city five per cent. stock	55,961 50	
Purchased $100,000 of city four per cent. stock	112,500 00	
Paid one year's interest on one million loan 1886	60,000 00	
Paid one year's interest on Western Maryland Railroad loan 1902	60,000 00	
Paid interest on Western Maryland Railroad guaranteed bonds	72,150 00	
Paid on account of depot for Western Maryland Railroad Terminal Company, as authorized by Ordinance No. 92 of 1882	95,000 00	
Paid sundry expenses	1,463 85	
		$457,182 23
By Public Park Sinking Fund:		
Purchased $38,500 of city five per cent. stock		38,500 00
By Hillen Station Sinking Fund:		
Purchased $2,000 of city five per cent. stock		2,000 00
Amount carried forward		$497,682 23

STATEMENT

DR. *The Commissioners of Finance in account with*

Amounts brought forward...	$32,028 70	$536,876 72
Received from North Baltimore Railway Company...	3,418 54	
Received from York Road Railway Company.....	405 46	
		35,852 70
To Hillen Station Sinking Fund.		
Received for interest on stock.	$630 00	
Received from Western Maryland Railroad Company.....	2,000 00	
		2,630 00
To Western Maryland Railroad Loan 1925 Sinking Fund.		
Received for premium on $371,000 Western Maryland Railroad loan 1925, as per ordinance No. 71 of 1882.....		11,417 80
To Western Maryland Railroad Loan 1925.		
Received for net proceeds of sale of $371,000 stock.....		371,000 00
To Loans.		
Received of Mayor and City Council.....		135,000 00
To Baltimore and Ohio Railroad Dividends.		
Received for dividends on stock, 10 per cent.....		325,000 00
		$1,417,777 22

No. 1.

the Mayor and City Council of Baltimore. Cr.

Amount brought forward. ..		$497,682 23
By Western Maryland Railroad Loan 1925 Sinking Fund:		
Paid for advertising for proposals for Western Maryland Railroad loan 1925, &c.		134 65
By Western Maryland Railroad Loan 1925.		
Paid J. M. Hood, President Western Maryland Railroad Company		371,000 00
By Loans:		
Paid Mayor and City Council.		10,000 00
By Baltimore and Ohio Railroad Dividends:		
Paid Mayor and City Council for interest on stock debt....		325,000 00
By balance cash in bank to credit of sinking funds.....	$209,120 34	
By balance cash in bank to credit of water loan 1875....	4,840 00	213,960 34
		$1,417,777 22

STATEMENT No. 2.

"The Commissioners of Finance shall invest in City Stock all moneys in their hands or to their credit in bank, received for the sale or rent of city property, pledged for the redemption of the public debt; and shall also invest all moneys that may hereafter be received from the above-mentioned sources, as well as all interest accruing thereon, from time to time, and report to the City Council the amount purchased, and the dates and prices at which they were purchased."—Article XLII, Baltimore City Code, section 13.

DATE.	SINKING FUND.	AMOUNT PURCHASED.	DESCRIPTION OF STOCK.	AMOUNT PAID.
1882.				
Jan. 3	General	$3,700 00	Consolidated loan 1885	$3,764 75
" 11	"	1,000 00	" "	1,017 50
Mar. 1	"	2,500 00	" "	2,568 75
" 4	"	600 00	" "	610 50
Apr. 6	"	10,000 00	5 % Jones' Falls loan 1900	10,000 00
" 6	Public Park	10,000 00	" " "	10,000 00
May 8	General	20,000 00	" " "	20,000 00
June 8	"	100,000 00	Paving loan 1920	112,500 00
July 13	Public Park	5,000 00	5 % Jones' Falls loan 1900	5,000 00
Aug. 3	General	5,000 00	" " "	5,000 00
" 24	Public Park	5,000 00	" " "	5,000 00
Sept. 8	General	10,000 00	" " "	10,000 00
Oct. 9	Public Park	5,000 00	" " "	5,000 00
Nov. 6	"	10,000 00	" " "	10,000 00

Dec. 5	Hillen station	1,000 00	" " " ..	1,000 00
" 8	Public Park	3,500 00	" " " ...	3,500 00
" 18	Hillen station	1,000 00	" " " ...	1,000 00
" 18	General	3,000 00	" " " ...	3,000 00
" 31	"	106 88	Fractions of stock at par....	106 88
		$196,406 88		$209,068 38

RECAPITULATION.

Date.	Sinking Fund.	Amount Purchased.	Description of Stock.	Amount Paid.
1882.				
Dec. 31	General	$55,800 00	Five per cent. stock	$55,961 50
" 31	"	100,000 00	Four " "	112,500 00
" 31	"	106 88	Fractions of city stock	106 88
" 31	Public Park	38,500 00	Five per cent. stock	38,500 00
" 31	Hillen station	2,000 00	" "	2,000 00
		$196,406 88		$209,068 38

STATEMENT No. 3.

Condition of Sinking Funds December 31, 1882.

General Sinking Fund:		
Consolidated loan 1890 6 per cent. stock	$82,162	03
Five million loan 1890 6 per cent. stock	122,877	69
City Hall loan 1884 6 per cent. stock	300,300	00
City Hall loan 1900 6 per cent. stock	56,600	00
City Hall loan 1902 6 per cent. stock	13,400	00
Funding loan 1900 6 per cent. stock	134,600	00
One million loan 1886 6 per cent. stock	18,986	84
Western Maryland Railroad loan 1902 6 per cent stock.	20,800	00
Park improvement loan 1895 6 per cent. stock	72,158	80
Public park loan 1890 6 per cent. stock	10,509	68
Consolidated loan 1893 6 per cent. stock	1,250,341	38
Exempt loan 1893 6 per cent. stock	353	87
Amount carried forward	$2,083,090	29

Amount brought forward...	$2,083,090 29	
Valley Railroad loan 1886 6 cent. stock.....	636,600 00	
Jones' Falls loan 1900 6 per cent. stock.....	5,100 00	
		$2,724,790 29
Jones' Falls loan 1900 5 per per cent. stock.....	$310,500 00	
Consolidated loan 1885 5 per cent. stock.....	439,037 47	
Water loan 1894 5 per cent. stock.....	1,729,800 00	
Water loan 1916 5 per cent. stock.....	7,400 00	
Funding loan 1916 5 per cent. stock	223,500 00	
		2,710,237 47
Harford run improvement loan 1920 4 per cent. stock.	$36,000 00	
Paving loan 1920 4 per cent. stock.....	145,000 00	
		181,000 00
Union Railroad guaranteed bonds		87,500 00
Western Maryland Railroad guaranteed bond.....	$423,500 00	
Western Maryland Railroad second preferred bonds....	178,500 00	
Western Maryland Railroad funding certificates	226,530 00	
Coupons Western Maryland Railroad first mortgage unendorsed bonds	71,742 00	
		900,272 00
Amount carried forward.....		$6,603,799 76

Amount brought forward....		$6,603,799 76
Amount of obligation of the Baltimore and Ohio Railroad Company, received for the claim of the city against the Pittsburg and Connellsville Railroad, as authorized by ordinance No. 47 of 1875.	$1,000,000 00	
Less payment on account of the same, made to the city by the Baltimore and Ohio Railroad Company.	280,000 00	
		720,000 00
Hillen-street station property	$200,000 00	
Less amount of Hillen-street station sinking fund, set apart for the repayment of the amount of the cost thereof.....	15,460 66	
		184,539 34
Amount invested in depot property of Western Maryland Railroad Terminal Company, as per ordinance No. 92 of 1882.		95,000 00
Ground rents, purchase of which was authorized by ordinance No. 81 of 1881.		175,726 99
Cash.....		195,152 55
		$7,974,218 64

Public Park Sinking Fund:		
Consolidated loan 1890 6 per cent. stock	$ 200 00	
City Hall loan 1884 6 per cent. stock	18,900 00	
City Hall loan 1900 6 per cent. stock	8,000 00	
Funding loan 1900 6 per cent. stock	1,200 00	
One million loan 1886 6 per cent. stock	1,200 00	
Park improvement loan 1895 6 per cent. stock	9,600 00	
Public park loan 1890 6 per cent. stock	4,300 00	
Consolidated loan 1893 6 per cent. stock	132,800 00	
Valley Railroad loan 1886 6 per cent. stock	29,600 00	
		$205,800 00
Jones' Falls loan 1900 5 per cent. stock	$95,000 00	
Water loan 1894 5 per cent. stock	93,500 00	
Funding loan 1916 5 per cent. stock	16,000 00	
		204,500 00
Harford run improvement loan 4 per cent stock		14,000 00
Cash		1,823 98
		$426,123 98

Hillen Station Sinking Fund:		
Jones' Falls loan 1900 5 per cent. stock	$8,000 00	
Water loan 1894 5 per cent. stock	4,700 00	
Funding loan 1916 5 per cent. stock	1,900 00	
		$14,600 00
Cash		860 66
		$15,460 66
Western Maryland Railroad Loan 1925 Sinking Fund:		
Cash		$11,283 15

Recapitulation.

General sinking fund	$7,974,218 64
Public park sinking fund	426,123 98
Hillen Station sinking fund	15,460 66
Western Maryland Railroad loan 1925 sinking fund	11,283 15
	$8,427,086 43

STATEMENT No. 4.

A Schedule of Real Estate and Ground Rents upon the books of the Commissioners of Finance.

LESSEE.	LOCATION OF LOTS.	ANNUAL RENTAL
Swain & Banks	Lots 9, 10, 11, 12, President street	$452 25
Calvert Sugar Refinery	Lots 24, 25, 26, 27, 28, 29, 30, south side Block street	721 88
C. S. Maltby	42 feet, south side Block street	189 00
Joseph Kaufman	Lots 1, 2, 3, 4, 5, 6, Brown street	150 00
William Groscup	Lot 7, Brown street	33 60
C. L. Frank	Lot 8, "	19 20
Joseph Baumgarten	Lot 9, "	26 32
Wm. Kleinhenn	Lot 10, "	26 32
Anton Young	Lots 11, 12, "	52 64
Charles N. Oehm	Lot 13, "	26 32
H. Klausmyer	Lot 14, "	25 48
Catharine Karch	Lot 15, "	26 32
N. Thomas & Co.	Lots 17, 18, "	52 64
Frederick Kull	Lot 19, "	19 20
George Wimmer	Lot 20, "	20 32
E. Snellenberg	Lots 21, 22, "	54 49
J. A. G. Goetz	Lot 23, "	29 60
August Pfeil	Lot 25, "	29 60

Francis Schott	Lot 29, Brown street		26 32
August Pfeil	Lot southwest corner Light and Brown streets		78 06
George Hickman	Lot southwest corner Fayette and Arch streets		52 00
Wilson & Hunting	Lots 5, 6, 7, 8, west side President street		502 50
John G. Huck	Lot on Light street		75 70
Platt & Co	Fish-house property, south side of the basin		1,457 00
Baltimore and Philadelphia Steamboat Company	200 feet on Light-street wharf		3,600 00
			$7,746 76

Ground Rents purchased by authority of Ordinance 81, of 1881.

Comm'rs of Public Schools	Lot corner Hollins and Monroe streets	$750 00	
" "	Lot corner Howard and Little Montgomery streets	120 00	
" "	Lot corner Penna. ave. and Robert st.	86 00	
" "	Lot on Park ave., near Preston st.	549 00	
" "	Lot on Waesche st., near Fremont st.	480 00	
Mayor and City Council	Lot corner Monument and Chester sts.	1,200 00	
" "	Collington Square	960 00	
" "	Perkins Spring Square	2,052 00	
" "	Riverside Park	3,770 62	
	Purchased at a cost of $175,726 99		9,967 62
			$17,714 38

STATEMENT No. 5.

Statement of Funded Debt December 31, 1882.

LOAN.	RATE.	WHEN PAYABLE.	AMOUNT.
Consolidated	5 per cent.	At pleasure after the year 1885	$1,029,061 54
"	6 "	" " July 1, 1890	7,306,546 22
Public Park	6 "	" " Sept. 1, 1890	555,566 25
Exempt	6 "	" " Sept. 1, 1893	410,353 87
Water	6 "	" " July 1, 1894	263,000 00
"	5 "	" " July 1, 1894	3,737,000 00
Funding	6 "	" " July 1, 1900	800,000 00
"	5 "	" " July 1, 1916	1,000,000 00
Water	5 "	" " July 1, 1916	5,000,000 00
Harford run improvem't.	4 "	" " January 1, 1920	250,000 00
Paving	4 "	" " November 1, 1920	145,000 00
City Hall	6 "	July 1, 1884	1,000,000 00
One million	6 "	January 1, 1886	1,000,000 00
Valley Railroad	6 "	October 31, 1886	1,015,300 00
Five million	6 "	January 1, 1890	5,000,000 00
Consolidated	6 "	September 1, 1893	2,211,068 05
Park improvement	6 "	January 1, 1895	185,723 80
City Hall	6 "	April 15, 1900	1,000,000 00
Jones' Falls	6 "	April 9, 1900	800,000 00
"	5 "	April 9, 1900	868,500 00
Western Maryland R. R	6 "	January 1, 1902	1,000,000 00
City Hall	6 "	March 7, 1902	500,000 00
Western Maryland R. R.	4 "	July 1, 1925	371,000 00
Water	6 "	No interest allowed	4,840 00
Overdue stock	6 "	" "	732 00
			$35,453,691 73

STATEMENT No. 5—Concluded.

Statement of Guaranteed Debt December 31, 1882.

Bonds of the Western Maryland Railroad Company:		
First mortgage, to mature January 1, 1890	$200,000 00	
Second mortgage, to mature January 1, 1890	300,000 00	
Third mortgage, to mature January 1, 1900	875,000 00	
		$1,375,000 00
Of which the Register of the City holds in the Western Maryland Railroad sinking fund	$168,500.00	
Bonds of the Union Railroad Company, to mature January 1, 1895		117,000 00
Of which the Commissioners of Finance hold in the general sinking fund	$87,500.00	
Total guaranteed debt		$1,492,000 00

STATEMENT No. 6.

Balance Sheet of Sinking Funds' Ledger, December 31, 1882.

	Dr.	Cr.
General sinking fund		$195,152 55
Public park sinking fund		1,823 98
Hillen Station sinking fund		860 66
Western Maryland Railroad loan 1925 sinking fund		11,283 15
Redemption of water loan 1875		4,840 00
Cash	$213,960 34	
	$213,960 34	$213,960 34

STATEMENT No. 7.

Statement of the Indebtedness of the Western Maryland Railroad Company to the Mayor and City Council of Baltimore, December 31, 1882.

First mortgage endorsement.		$200,000 00
Second mortgage endorsement	$300,000 00	
Interest thereon to January 1, 1883	252,000 00	
		552,000 00
Second preferred mortgage bonds held by Commissioners of Finance.		178,500 00
Third mortgage endorsement	$875,000 00	
Interest thereon to January 1, 1883	630,000 00	
		1,505,000 00
Fourth mortgage to secure loan of city stock	$1,000,000 00	
Interest thereon to January 1, 1883	630,000 00	
		1,630,000 00
Amount carried forward		$4,065,500 00

Amount brought forward...		$4,065,500 00
Loan of city stock authorized by ordinance No. 71 of 1882		371,000 00
Funding certificates, being amount of matured coupons of first mortgage bonds and second preferred mortgage bonds, funded as per ordinance No. 22, 1879.	$226,530 00	
Interest thereon from July 1, 1882, to January 1, 1883.	6,795 90	233,325 90
Coupons from unendorsed bonds of first mortgage held by Commissioners of Finance	$71,742 00	
Interest due thereon to January 1, 1883	30,771 01	102,513 01
Total		$4,772,338 91
Less value of Western Maryland Railroad sinking fund		214,111 47
		$4,558,227 44

STATEMENT No. 8.

A Statement of the Total Liabilities of the Western Maryland Railroad Company, December 31, 1882.

First and Preferred Second Mortgages in the hands of individuals:		
First mortgage	$400,000 00	
Preferred second mortgage	421,500 00	
Funded coupons	318,966 00	
		$1,140,466 00
City's interest in and liability on account of First and Preferred Second Mortgage:		
First mortgage endorsement	$200,000 00	
Preferred second mortgage bonds purchased	178,500 00	
First mortgage coupons, (not funded)	71,742 00	
Interest on above coupons	30,771 01	
Funding certificates	226,530 00	
Interest on funding certificates from July 1, 1881	6,795 90	
	$714,338 91	
Less sinking fund in hands of Register of the City	214,111 47	
		500,227 44
Total first and preferred second		$1,640,693 44

Second Mortgage:		
City's endorsement	$300,000 00	
Accrued interest	252,000 00	
		$552,000 00
Washington county endorsement	$300,000 00	
Accrued interest	252,000 00	
		$552,000 00
Third Mortgage:		
City's endorsement	$875,000 00	
Accrued interest	630,000 00	
		$1,505,000 00
Fourth Mortgage:		
City stock loaned	$1,000,000 00	
Accrued interest	630,000 00	
		$1,630,000 00
Loan of city stock authorized by ordinance No. 71 of 1882		$371,000 00

RECAPITULATION.

First and Preferred Second (Individuals)		$1,140,466 00
First and Preferred Second (City)		500,227 44
Second Mortgage (City)		552,000 00
Second Mortgage (Washington County)		552,000 00
Third Mortgage (City)		1,505,000 00
Fourth Mortgage (City)		1,630,000 00
Loan of City Stock		371,000 00
Total		$6,250,693 44
Deduct in hands of individuals and Washington County		1,692,466 00
City's interest		$4,558,227 44
Capital Stock:		
Owned by the City	$200,000 00	
Owned by Washington County	150,000 00	
Owned by Individuals	352,250 00	
		$682,250 00

STOCK DEBT.

Name of Issue.	Rate per Annum	When Payable.	Where Payable.
Five million loan 1890	6 per cent.	Jan., April, July and Oct.	Nat. Farm. and Plant. Bank
Consolidated loan 1890	6 "	" "	" "
City Hall loan 1884....	6 "	" "	" "
" " 1900....	6 "	" "	" "
" " 1902....	6 "	" "	" "
Funding loan 1900.....	6 "	" "	" "
Consolidated loan 1885	5 "	" "	" "
Valley R. R. loan 1886	6 "	" "	National Mechanics' Bank.
Park imp. loan 1895 .	6 "	" "	" "
Public park loan 1890.	6 "	Mar., June, Sept. and Dec.	" "
Jones' Falls loan 1900.	6 "	Feb., May, Aug. and Nov.	" "
" " 1900.	5 "	" "	" "
One million loan 1886	6 "	January and July.....	" "
W. Md. R. R. loan 1902	6 "	" "	" "
" " 1925	4 "	" "	" "
Water loan 1916.....	5 "	May and November.....	" "
" " 1894.....	5 "	" "	" "
" " 1894.....	6 "	" "	" "
Funding loan 1916	5 "	" "	" "
Exempt loan 1893.....	6 "	March and September....	" "
Consolidated loan 1893	6 "	" " ...	" "
Harford run imp. loan	4 "	January and July.....	" "
Paving loan 1920.. ...	4 "	May and November.....	" "

GUARANTEES.

Name of Issue.	Rate per Annum.	When Payable.	Where Payable.
West. Maryland R. R. Company's bonds....	6 per cent.	January and July.....	National Mechanics' Bank.
Union Railroad Company's bonds.	6 "	" " "	Franklin Bank.

ANNUAL REPORT

OF THE

CITY COMPTROLLER

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

DEPARTMENT OF THE CITY COMPTROLLER,

Baltimore, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

I have the honor of presenting herewith the annual report of this department for the fiscal year terminating with the 31st of December, 1882.

The following table exhibits the receipts of money into the treasury and the payment out of it from the first day of January, 1882, to the thirty-first day of December in the same year, both dates inclusive.

STATEMENT OF RECEIPTS.

From	the City Collector, on account of the tax levy for 1882,.....	$2,460,164 03	
"	the City Collector, on account of taxes in arrears.....	835,013 55	
"	the City Collector, on account of interest on taxes in arrears.....	48,088 86	
"	the City Collector, on account of opening, closing, paving and widening of streets and alleys.....	173,439 07	
			$3,516,705 51
"	sundry parties for injury to street lamps.....		84 58
"	the inspection of gas meters.....		3,659 50
"	wharfage by Harbor Masters.....		34,950 06
"	Commissioner of Street Cleaning for the sale of refuse.....		3,050 48
"	sale of stalls in new Lexington market.....		2,550 00
"	market rents and licenses.....		49,692 31
"	rent of public halls.....		1,499 00
"	licenses for wagons, carts, billiards, dogs, &c.....		41,763 61
"	sale of property owned by the city.		280 00
"	the City Commissioner for permits for vaults and areas.....		785 15
	Amount carried forward.....		$3,655,020 20

	Amount brought forward	$3,655,020 20
From	the City Commissioner for flag and stepping-stones	15 90
"	the City Commissioner for account of improvement of Jones' Falls	1,394 66
"	the sale of Jones' Falls Improvement stock, 1900	98,500 00
"	the Sheriff, the city's proportion of fines	1,376 63
"	Magistrates, for fines for violation of city ordinances	723 60
"	intestate estates	1,479 92
"	Baltimore and Ohio Railroad Company for interest on the $5,000,000 loan	300,000 00
"	Water Board, interest on the Water, 1894 and 1916 Loans	452,630 00
"	Park Board, interest on the Public Park Loan	33,333 96
"	Commissioners of Finance, dividend on the Baltimore and Ohio Railroad Company's Stock	325,000 00
"	City Commissioner, for account of advertising	149 00
"	tax sales, for the redemption of property previously sold	9,322 73
"	sale of ticket on account of transportation of poor	1 00
"	Water Board, for rents, &c	753,177 86
"	Water Board, on account of Permanent Water Supply	808 29
	Amount carried forward	$5,632,933 75

	Amount brought forward	$5,632,933 75
From	ground rent due by sundry parties	1,224 62
"	temporary loans	1,200,554 82
"	permits and advertising, for erecting sheds, signs, &c.	7,128 35
"	dividends from Turnpike Companies	214 05
"	State tax on city loans	26,791 16
"	sundry parties, placed to credit of conscience fund	6,561 96
"	City Commissioner, for account of improvement Harford Run	4 49
"	City Librarian, for sale of City Codes	15 00
"	Inspector of Buildings, for account of repairs of market houses	435 17
"	sales of Paving Loan, 1920, stock	129,887 05
"	auctioneers for State tax on sales	8,102 13
"	the State of Maryland for the city's proportion of public school tax, and from the secretary of the School Board for the use of books, &c	215,363 69
"	Park Board for Druid Hill and Patterson parks	98,729 96
"	City Commissioner for account of repairs of paved streets	2,070 81
"	the Pound Master for sale of dogs	139 08
"	City Commissioner for account of repairs of sewers	1,207 74
	Amount carried forward	$7,331,363 83

	Amount brought forward	$7,331,363 83
From	Fire Commissioners for sale of refuse, &c	297 50
"	Court Common Pleas, fines ordered by Court	20 00
"	salaries	250 00
"	the Mayor for services to ex-officio Mayor Veazy	21 00
"	the Jail Visitors for board of U. S. prisoners, hire of prisoners, &c.	3,434 50
"	the City Commissioner for account of Chatsworth-run sewer	2 62
"	the Trustees of Bayview Asylum for board of inmates and resident students, &c	2,541 10
"	the passenger railway companies for Park Sinking Fund	14,082 20
"	Quarantine Hospital fees	7,659 26
"	sale of certificates of health and sealing papers	666 00
"	Harbor Board for sale of old material	203 50
"	sale of Western Maryland Railroad Loan, 1925	382,417 80
"	Police Department	31 68
"	interest	2,403 02
"	opening Patterson Park avenue	973 10
"	opening Presstman street	1,000 00
"	opening alley from Postoffice avenue to Holliday street	175 00
	Amount carried forward	$7,747,542 11

Amount brought forward	$7,747,542	11
From paving Hoffman street	250	00
" cash in hands of City Register January 1, 1882	343,953	26
	$8,091,745	37

STATEMENT OF DISBURSEMENTS.

For general expense account	$ 1,839	49
" State and city elections	10,122	31
" expenses of the Court House and Record office	4,280	72
" expenses of Old Masonic Hall	3,612	00
" salaries of lamplighters	45,431	40
" General Superintendent of Lamps Department	173,793	10
" lamp-pillars and lamps	21,304	99
" commissions and incidentals of the Harbor Masters	8,704	57
" Commissioner of Street Cleaning, sale of refuse	2	48
" post-mortems	300	00
" special appropriations	8,802	97
" Commissioners for Opening Streets	125	51
" City Librarian	7,499	95
" expenses of New Lexington market	58	52
" cleaning and repairs of markets	4,506	24
" cleaning and repairs of Hollins, Cross-street and Broadway Halls	116	16
" general license	1,350	47
Amount carried forward	$291,850	88

Amount brought forward	$291,850	88
For insurance of Bayview Asylum	855	00
" Riverside Park	7,974	78
" Harlem Square	5,000	00
" Mount Vernon Squares	1,000	00
" Eutaw Squares, 1st division	1,434	35
" Broadway Squares, 2d division	2,249	82
" Madison Square	1,399	61
" Franklin Square	2,000	00
" Jackson Square	781	02
" Park Place Square	850	00
" Union Square	1,260	74
" Perkins' Spring Square	3,412	10
" Baker Circle	50	00
" Eastern Fountain	1,311	99
" City Commissioner	9,934	10
" repairs unpaved streets	2,809	23
" repairs of bridges	10,672	18
" cross streets	5,988	23
" flag and stepping stones	7,993	47
" iron plates	2,898	75
" Taney Place Squares	205	24
" Ashland Square	118	25
" paving city property	893	50
" improvement of Jones' Falls	112,176	59
" Jones' Falls 5 per cent. stock of 1900	10,000	00
" Superior Court	14,171	14
" Orphans' Court	8,053	80
" Supreme Bench	2,650	00
" entertainment Grand Army Republic	4,798	42
Amount carried forward	$514,793	19

Amount brought forward	$514,793	19
For judgments and suits	24,266	95
" salaries of magistrates and substitutes.	13,000	00
" coroners	2,400	00
" expenses of registration	5,197	49
" the Police Department	605,669	84
" the City Hall Sinking Fund	8	94
" the Funded Debt of 1868	4	47
" improvement of Lexington market	4,814	52
" interest on the stock debt	1,855,583	22
" interest on loans, &c., and discount on taxes	94,222	88
" public printing	1,566	31
" tax sales	8,185	11
" City Collector, expenses of office and Appeal Tax Court	43,683	33
" transportation to House of Correction.	141	10
" carrying poor to homes	782	25
" House of Refuge	16,544	27
" House of Reformation	13,584	00
" dispensaries	5,200	00
" St. Mary's Industrial School	20,000	00
" Mount Hope Retreat	13,305	43
" deaf and dumb	412	55
" removal of a drinking fountain	25	00
" University of Maryland	4,236	58
" Washington University	4,236	58
" widows and orphans, war of 1812	300	00
" repairs to clock on Northwestern station-house	90	00
Amount carried forward	$3,252,254	01

Amount brought forward	$3,252,254	01
For Old Defenders, war of 1812	300	00
" repairs to Belair market	1,174	00
" Maryland Hospital for the Insane	26,182	64
" erection of a gate at Patterson park	300	00
" Water Board	749,740	45
" permanent water supply	1,407	86
" ground rents due by the city	4,503	54
" building Public School No. 2	10,992	88
" Broadway Squares, first division	2,244	51
" temporary loans	1,036,200	00
" iceboat F. C. Latrobe	6,968	58
" repairs of wharves	2,981	84
" Inspector of Buildings	4,278	16
" permits for sheds, signs, &c	1,140	74
" ringing mechanics' bells	100	00
" State tax on city loans	36,799	70
" repairs to clock on Maryland Institute	150	00
" repairs of Court-houses	2,451	20
" repairs of City Jail	2,451	69
" General Superintendent of Lamps	300	00
" Eutaw Squares, second division	920	89
" Johnston Square	2,721	42
" Federal Hill Park	19,993	99
" improvement of Harford Run	54,108	45
" repairs to City Dock	3,749	69
" building addition to Bayview Asylum	19,887	50
" Light-street bridge	1,126	75
" Baltimore City Court	15,242	24
" building Public School No. 4	16,684	00
Amount carried forward	$5,277,356	73

Amount brought forward	$5,277,356	73
For Appeal Tax Court	148	26
" system of sewerage	25	00
" water mains on Wolfe and other streets	4,000	00
" traps to inlets of various sewers	1,519	90
" City Librarian, special	484	58
" repairs to Hollins Hall	200	00
" Tax Commission	675	00
" repairs of market-houses	2,874	01
" Washington-street sewer	220	00
" building Male and Female Primary School No. 14	15,257	45
" building Engine House No. 4	4,454	98
" Paving Loan of 1920	173,635	49
" repairs to City Hall	2,721	97
" salaries and incidental expenses of the City Council	53,388	88
" Harford Run sewer	3,213	03
" cleaning streets	218,525	21
" public schools	567,169	96
" Druid Hill Park	85,813	39
" repairs of public schools	8,744	44
" Criminal Court	54,502	14
" repairs paved streets	74,969	86
" Health Department, general	61,281	89
" " salaries	8,167	89
" the Dog Pound	1,129	10
" repairs of sewers	8,960	85
" expenses, &c., of the Fire Department	181,967	86
" Superintendent of the City Hall	16,362	01
Amount carried forward	$6,827,769	88

Amount brought forward	$6,827,769	88
For Circuit Court	7,304	40
" Court Common Pleas	13,983	81
" expenses of the Supervisors of Elections	1,831	39
" salaries of city officers	67,780	62
" expenses of the Mayor's office	1,124	53
" expenses of the Jail	53,798	12
" Patterson Park	12,487	91
" Quarantine Hospital	23,003	80
" removed cases	4,972	45
" Chatsworth-run sewer	9,289	65
" Bayview Asylum	65,757	07
" Park Sinking Fund	14,082	20
" refunded taxes	3,424	39
" building wharf at Little Hawkins' Point	3,968	68
" building Female Grammar School No. 16	10,993	85
" building Quarantine Hospital	15,871	94
" colored schools	62,830	04
" McMechen-street sewer	3,774	36
" nuisances	7,990	00
" Harbor Board	46,877	34
" repairs of engine houses	4,138	03
" reconstruction of draw at Light-street bridge	8,699	91
" Female House of Refuge	750	00
" St. Vincent's Infant Asylum	1,000	00
" Home of the Friendless	625	00
Amount carried forward	$7,274,129	37

Amount brought forward	$7,274,129 37
For Nursery and Child's Hospital	753 00
" cleaning cess-pools of public schools	1,467 50
" inlets on Fremont and Pratt streets	2,194 68
" Schroeder's-run sewer	5,064 06
" head-walls at Chatsworth run	524 30
" Lafayette Square	1,960 91
" Western Maryland Railroad Loan 1925	382,417 80
" damages and incidental expenses in connection with opening streets	129,235 40
" paving streets	66,388 66
" balance in hands of City Register December 31, 1882	227,609 69
	$8,091,745 37

The foregoing aggregates represent the receipts and disbursements as they appear on the face of the ledger, or in other words, as the respective sums have passed into and out of the treasury. They do not altogether represent revenue and expenses proper, but are a record of all the money transactions of the city. For example —in the loan account, the receipts are entered as $1,200,554.82, and the payments on that account are stated at $1,036,200. The item contributes to swell the aggregate on both sides of the account, while the actual difference between the receipts and payments on that account is but $164,354.82. The interest paid by the Baltimore and Ohio Railroad Company on account of the five million loan, and the interest paid by the city on the stock issue on said loan, are entered respectively on both sides of the statement, while the items are

neither revenue nor expenses proper. The same may be said with reference to the $3,250,000 stock of the same company owned by the city. The revenue on that account is the excess between the dividend paid on the stock by the company to the city, and that paid by the city on its issues of city stock, to enable it to make the subscription. The proceeds of the sale of $371,000 of the stock certificates of the city as a loan to the Western Maryland Railroad Company, and the payment of the same to the company, appear on the debit and credit side of the general statement, and yet the items are neither revenue nor expenses proper. The theory also applies to the Water Department, the Park Commissioners, and to other accounts of the same class.

The resources relied upon to defray the annual expenses of the city are from certain revenues accruing to the city outside of the tax levy, the tax levy of the current year and collections of arrearages of taxes.

The estimates in this connection were that from sources of revenue other than tax levies, according to the report of the Committee of Ways and Means, there would be realized the sum of $1,453,237 96

From collections on account of the taxes of 1882..... 2,397,500 00

From collection of taxes in arrears..... 1,198,000 00

Total..... $5,048,737 96

The appropriations were $187.48 in excess of the above.

The amount estimated in the first item above has been collected, to wit.....	$1,453,237 96
From the second item there has been collected....	2,460,164 03
From the third item	883,102 41
Total.....	$4,796,504 40

showing that the actual revenue was $252,233.56 less than the aggregate estimate of the Committee of Ways and Means. If the theory of the committee had been sustained by the result, the floating debt at the close of the year 1882 (now $261,334.15) would have been but $9,100.59, which would be less than one-third of the sum which was appropriated for the use of the Health Department in excess of the annual levy, which appropriation was rendered necessary in consequence of the incursion of the small-pox into the city after the annual levy had been made.

The foregoing facts certainly demonstrate that the financial operations of the year 1882 have been conducted economically, and in that connection, in the judgment of the undersigned, will favorably compare with the financial management of the city in any year within the last decade.

PRIVATE CARRIAGE LICENSES.

In my last annual communication to the Mayor and City Council, I expressed my objections to the feasibility of Ordinance No. 97, approved May 6, 1880, and predicted that the revenue from that source would from time to time diminish because its provisions could

not be enforced. The experience of 1882 has verified in its results in that connection, the truth of my predictions. I have not changed any of the opinions I expressed upon the subject in 1882.

FIVE MILLION PAVING LOAN.

The Five Million Paving Loan Ordinance, of October 4th, 1880, adopted for the purpose of providing for "laying improved and more durable pavements, of such character and in such of the paved streets of the city as the Mayor and City Council shall, from time to time, authorize and direct by ordinance so to be repaved," has thus far been productive of the most gratifying results in improving the paving condition of the highways on which such pavements have been put down, and has demonstrated the wisdom and sagacity that suggested the adoption of the ordinance. It not only commends itself to public approval upon the score of economy because of its permanent character, and the wear and tear of vehicles that pass over it, and especially of carriages for personal conveyance, but it furnishes great relief to beasts of burden that draw heavy wagons and other vehicles that transport merchandize; is less annoying to those whose places of abode are located on the most public thoroughfares, in the matter of the unpleasant noise made by vehicles in passing over the old cobble stone pavements, and because, further, the streets can be kept in a more cleanly condition and at less expense to the city.

Under the several ordinances of the Mayor and City Council that have been adopted in pursuance of the

ordinance aforesaid, the following streets have been repaved during the year 1882, to wit:

Repaving Calvert street, between Pratt and Madison streets.

Repaving Gay street, between Pratt and Aisquith streets.

Repaving Howard street, between the south side of West Lombard street and the north side of Centre street.

Repaving Charles street, between Chase street and North avenue.

Paving that portion of North avenue where it intersects Maryland avenue.

These streets were all laid with Belgian blocks.

The repaving of Calvert and of Gay streets was given out by contract. Under the terms of the ordinances providing for these improvements, the contractor was to be paid the city's proportion of the expenses as the work progressed, and the balance was to be paid (with the exception of ten per cent. reserved) in sixty days after the completion and acceptance of the work. The balance of the streets were repaved under ordinances that required that the materials for the work should be purchased by the Mayor, City Register and Comptroller, under advertised proposals for furnishing the same, and that the work or labor should be under the supervision and direction of the City Commissioner, "by labor employed by the day, and paid for as other day labor employed in said City Commissioner's department is paid."

These streets have been completed, and nearly all of the expenses on that account have been paid.

The total sum paid upon the work was $161,135.49. The amount in gross that has been or will be paid on account of those streets will be apportioned or adjusted by the City Commissioner; and the city of Baltimore and the owners of property that fronts on the streets that have been improved will in his account be charged respectively, according to the terms and conditions of the several ordinances providing for the work.

Under the general five hundred thousand dollar loan ordinance, and special ordinance No. 52, approved May 2, 1882, a contract was awarded to the "Maryland Pavement Company" to repave Eutaw Place, between Dolphin and Laurens streets, and for the paving of Eutaw Place, between Laurens street and North avenue, with the "asphalt block of the said company." That portion of the highway that was to be *repaved*, between Dolphin and Laurens streets, has not yet been done. That part of it that was to be *paved*, between Laurens street and North avenue, is completed.

FINANCIAL STATEMENT IN DETAIL.

For information in detail connected financially with the operations of the department of the City Comptroller, I respectfully invite your attention to the subjoined tables:

Table A is a statement of the amount charged and credited to the City Register.

Table B shows the amount of taxes collected during the year, and the amount charged to the City Collector for taxes in arrears.

Table C is a statement of the receipts and disbursements of markets, sale of stalls in markets, general licenses, carriage licenses, theatrical licenses, city seals, permits for sheds, signs, &c., vaults and areas, inspecting gas meters, conscience fund, sale of city codes, city property, auction duties, public halls, refuse and wharfage accounts.

Table D is a statement of the several Courts, Supreme Bench, removed cases, fines, judgments and suits, magistrates, registration, and Baltimore City Jail.

Table E is an exhibit of the receipts from taxes and other sources, and payment on account of interest on the stock debt, the sale of Jones' Falls stock of 1900, Paving Loan, 1920 stock, and Western Maryland Railroad stock, loans, permanent water supply, Water Board, the sinking funds and interest.

Table F is a statement of the receipts and disbursements on account of the parks and squares.

Table G is a statement of the receipts and disbursements on account of the Health Department, Harbor Board, City Collector, city poor, building addition to Bayview Asylum, entertainment Grand Army Republic, Dog Pound, Mayoralty, sale of city property, gasoline lamps, &c., City Council, City Librarian, tax sales, Police Department, refunded taxes, public printing, Fire Department, public schools, elections, Supervisors of Elections, and special appropriations.

Table H is a statement of the amounts appropriated and expended by the City Commissioner, the Inspector of Buildings, and for sundry accounts.

Table I shows the amounts received and paid for opening, closing and widening, and for paving streets, alleys, &c.

I have the honor to be,

Very respectfully,

Your obedient servant,

JOSHUA VANSANT,
Comptroller of the City.

TABLES.

TABLE A.

DR. JOHN A. ROBB, *City Register, in account with*

1882.			
January	1	To balance	$343,953 26
January	31	To cash	245,757 28
February	28	"	550,930 32
March	31	"	301,023 81
April	30	"	669,708 12
May	31	"	530,717 96
June	30	"	1,829,108 65
July	31	"	383,312 72
August	31	"	386,128 61
September	30	"	375,416 59
October	31	"	506,016 11
November	30	"	579,492 28
December	31	"	1,390,179 66
			$8,091,745 37

TABLE A.

the Mayor and City Council of Baltimore. CR.

1882.				
January	31	By Comptroller's warrants..		$654,414 40
February	28	"	" ...	291,991 91
March	31	"	" ...	499,112 20
April	30	"	" ...	633,008 17
May	31	"	" ...	1,223,357 49
June	30	"	" ...	810,212 29
July	31	"	" ...	646,260 14
August	31	"	" ...	343,274 08
September	30	"	" ...	481,658 81
October	31	"	" ...	603,688 41
November	30	"	" ...	818,584 91
December	31	"	" ...	858,572 87
December	31	By balance, ...		227,609 69
				$8,091,745 37

TABLE B.

Collection of Taxes, Opening of Streets, &c., made by the City Collector, for the year ending December 31, 1882.

	1876.	1877.	1878.	1879.	1880.	1881.	1882.	TOTAL.
Internal Improvements	$9 99	$21 31	.....	.....	.....	.....	.....	$ 31 30
Police Department	29 97	67 00	$3,075 40	$29.345 75	$18,798 40	$78,888 21	$417,354 94	547.559 67
Certain Expenses	8 56	33 50	1.182 85	10.207 24	8,530 56	35,858 28	139,118 33	194,939 32
Criminal Court	4 28	.....	.....	.....	.....	.....	.....	4 28
Public Schools	27 12	57 84	2,010 82	22,966 26	13,193 28	60,959 10	278.236 65	377,451 07
City Poor	7 14	18 27	828 01	6 379 49	5.654 29	32,272 47	104,338 76	149,498 43
City Direct	122 73	216 17	7,925 10	88,037 27	49,946 04	197,220 57	921 658 80	1,265,126 68
Miscellaneous Stock	38 53	91 36	6,150 83	29,345 74	29,213 73	86,059 89	521,693 68	672,593 76
Opening Streets	4 28	18 27	1,301 11	5,103 60	3,769 53	.....	.....	10,196 79
City Hall Sinking Fund	2 85	6 09	.....	.....	.....	.....	.....	8 94
Funded Debt of 1868	1 43	3 04	.....	.....	.....	.....	.....	4 47
	$256 88	$532 85	$22,474 12	$191,385 35	$129,105 83	$491 258 52	$2,382,401 16	$3,217,414 71
Interest	77 07	132 32	4,215 69	27,694 17	11,125 23	4,844 38	.....	48,088 86
Discount	.....	.....	.....	.....	.....	.....	77,762 87	77,762 87
	$333 95	$665 17	$26,689 81	$219,079 52	$140,231 06	$496,102 90	$2,460,164 03	$3,343,266 44
Opening, Closing and Widening Streets and Alleys	.....	.....	.....	.....	.....	.....	.....	94,829 75
Paving Streets and Alleys	.....	.....	.....	.....	.....	.....	.....	78,609 32
								$3,516.705 51

TABLE B—Concluded.

Amount charged against City Collector, December 31, 1882.

YEAR.	LEVY.	BASIS OF TAXATION.	AMOUNT.
1879.....	$1.50	$ 1,391,163 00	$ 20,867 44
1880	1.37	13,327,998 00	182,593 56
1881	1.37	22,273,340 00	305,144 77
1882.....	1.37	66,660,041 00	913,242 56
		$103,652,542 00	$1,421,848 33

TABLE C.

Hanover Market—George A. Albaugh, Clerk.

Butcher stall rents		$1,453 50
Fish stall rents		266 00
Permanent stall rents		243 00
Eave stall rents		146 00
Street stall rents		462 00
Per diem rents	$1,168 04	
Licenses	1,270 00	
		2,438 04
		$5,008 54

TABLE C—Continued.

Belair Market—Joseph H. Wright, Clerk.

Butcher stall rents		$2,490 00
Fish stall rents		135 00
Permanent stall rents		380 00
Eave stall rents		210 00
Vegetable stall rents		12 00
Street stall rents		230 00
Gutter stall rents		498 00
Movable stall rents		160 00
Per diem rents	$1,765 50	
Licenses	2,270 00	
		4,035 50
		$8,150 50

TABLE C—Continued.

Cross Street Market—Jas. Graham, Clerk.

Butcher stall rents	$ 801	25
Fish stall rents	120	00
Permanent stall rents	375	00
Eave stall rents	395	00
Vegetable stall rents	205	00
Street eave stall rents	130	00
Per diem rents	1,090	14
	$3,116	39

TABLE C—Continued.

Lexington Market—W. H. Pope, Clerk.

Butcher stalls—rent and license...			$2,750 00
Fish stalls, " ...			350 00
Permanent stalls, " ...			1,980 00
Eave stalls, " ...			1,540 00
Space stalls, " ...			220 00
Street eave stalls, " ...			370 00
Street stalls, " ...			1,455 00
Movable stalls " ...			294 00
Per diem rents	$2,502 40		
Confiscated butter.....	9 91		
		2,512	31
		$11,471	31

TABLE C—Continued.

Hollins Market—John O'Keefe, Clerk.

Butcher stalls—rent and license...			$699 00
Fish stalls, " ...			52 00
Permanent stalls, " ...			200 00
Eave stalls, " ...			220 00
Vegetable stalls, " ...			25 00
Street eave stalls, " ...			555 00
End stalls, " ...			65 00
Space stalls, " ...			205 00
Nine months' stalls.....			36 00
Per diem rents.....	$1,471 15		
Confiscated butter.....	5 53		
			1,476 68
			$3,533 68

TABLE C—Continued.

Centre Market—Daniel Murray, Clerk.

Butcher stalls, rent and license		$2,113 00
Fish stalls,	"	275 00
Gutter stalls,	"	387 00
Permanent stalls,	"	1,107 00
Eave stalls,	"	798 00
Street eave stalls,	"	147 00
Movable stalls,	"	693 00
Per diem rents,	"	2,155 72
		$7,675 72

TABLE C—Continued.

Richmond Market—A. J. Norris, Clerk.

Butcher stalls, rent and license		$947 82
Permanent stalls,	"	286 50
Fish stalls,	"	199 50
Eave stalls,	"	260 50
Street eave stalls,	"	25 00
Aisle stalls,	"	76 75
Movable stalls,	"	107 00
Space stalls,	"	580 00
Per diem rents		1,172 62
		$3,665 69

TABLE C—Continued.

Fells Point Market—Charles Eagleston, Clerk.

Butcher stall rents		$1,695 00
Fish stall rents		52 00
Permanent stall rents		385 00
Eave stall rents		371 00
Street eave stall rents		20 00
Movable stall rents		58 00
Vegetable stall rents		833 00
Per diem rents	$1,525 48	
Licenses	1,655 00	
Confiscated butter	6 75	
		3,187 23
		$6,601 23

TABLE C—Continued.

Lafayette Market—Thomas Briddell, Clerk.

Butcher stalls	$155 00
Eave stalls	239 50
Permanent stalls	116 00
Space stalls	70 00
	$580 50

TABLE C—Continued.

Summary of Markets.

	Dr.	Cr.
Hanover Market		$ 5,008 54
Belair "		8,150 50
Cross Street "		3,116 39
Lexington "		11,471 31
Hollins "		3,533 68
Centre "		7,675 72
Richmond "		3,655 69
Fell's Point "		6,601 23
Lafayette "		580 50
		$49,793 56
Expenses of cleaning, repairs, &c.:		
Hanover Market	$ 637 96	
Belair "	545 62	
Cross Street "	339 05	
Lexington "	592 50	
Centre "	662 30	
Richmond "	422 98	
Fell's Point "	590 50	
Lafayette "	246 70	
Hollins "	356 65	
	$4,394 26	
Less amount expended as per Resolution No. 36, for hose	101 25	
		4,293 01
Net revenue		$45,500 55

TABLE C—Continued.

Amount received from the sale of Stalls in Markets.

	Dr.	Cr.
New Lexington market		$2,550 00
To amount paid for advertising, &c	$58 52	
To balance, December 31, 1882.....	2,491 48	
	$2,550 00	$2,550 00

General License.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$1,600 00
To amount paid for painting numbers, advertising, &c.....	$1,350 47	
To balance, December 31, 1882.....	249 53	
	$1,600 00	$1,600 00

TABLE C—Continued.

Receipts from Licenses.

	Dr.	Cr.
Wagons, 1 horse		$11,428 70
Wagons, 2 horse		5,565 60
Wagons, 4 horse		299 80
Carriages, 1 horse, 1 seat		1,633 15
Carriages, 1 horse, 2 seats, and 2 horses, 1 seat		864 75
Carriages, 2 horses, 2 seats		456 60
Carts		4,301 50
Drays		1,304 50
Omnibuses and Cars		1,172 65
Hacks		1,173 30
Package Carts		370 10
Lighters		251 60
Bacon		3,083 35
Puddings		169 20
Merchandise		259 95
Cheese		130 00
Foreign Fruit		422 20
Billiards		2,343 36
Bagatelle		1,240 60
Ten-pins		137 50
Pawnbrokers		800 00
Dogs		792 15
Coal Oil		1,698 05
Theatrical		1,865 00
Balance, December 31, 1882	$41,763 61	
	$41,763 61	$41,763 61

TABLE C—Continued.

City Seals.

	Dr.	Cr.
By amount received from the sale of bills of health, and sealing papers.....		$666 00
To balance December 31, 1882...	$666 00	
	$666 00	$666 00

Permits for Sheds, Signs, &c.

	Dr.	Cr.
By amount received for permits for the erection of sheds, signs, steam boilers, &c.....		$4,961 35
By amount received for advertising.....		2,167 00
To amount paid for advertising.	$1,140 74	
To balance December 31, 1882...	5,987 61	
	$7,128 35	$7,128 35

TABLE C—Continued.

Vaults and Areas.

	Dr.	Cr.
By amount received for permits for constructing vaults and areas.....		$785 15
To balance, December 31, 1882 ..	$785 15	
	$785 15	$785 15

Inspecting Gas Meters.

	Dr.	Cr.
By amount received from the General Superintendent of Lamps and Sealer of Gas Metres.....		$3,659 50
To balance December 31, 1882...	$3,659 50	
	$3,659 50	$3,659 50

TABLE C—Continued.

Conscience Fund.

	Dr.	Cr.
By amount received from unknown parties, through the City Collector.....		$6,561 96
To balance December 31, 1882...	$6,561 96	
	$6,561 96	$6,561 96

City Property.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882....		$3,800 00
By sundry parties, for ground rents due the city.....		1,224 62
To amount of ground rents paid to sundry parties.	$4,503 54	
To balance December 31, 1882 ..	521 08	
	$5,024 62	$5,024 62

TABLE C—Continued.

Sale of City Codes.

	Dr.	Cr.
By amount received by the City Librarian for the sale of City Codes of 1879.....		$15 00
To balance December 31, 1882..	$15 00	
	$15 00	$15 00

Auction Duties.

	Dr.	Cr.
By amount received from auctioneers, State tax on sales.....		$8,102 13
To balance December 31, 1882...	$8,102 13	
	$8,102 13	$8,102 13

TABLE C—Continued.

Refuse.

	Dr.	Cr.
By amount received from the Commissioner of Street Cleaning, from sale of street dirt...		$3,050 48
To amount paid for advertising, &c.....	$2 48	
To balance December 31, 1882 ..	3,048 00	
	$3,050 48	$3,050 48

Public Halls.

	Dr.	Cr.
Cross-street Hall—		
By amount received for rent...		$267 00
To amount paid for cleaning, &c.....	$29 04	
Hollins Hall—		
By amount received for rent...		325 00
To amount paid for cleaning.	18 78	
Broadway Hall—		
By amount received for rent...	907 00	
To amount paid for cleaning, fuel, &c.....	68 34	
To balance December 31, 1882...	1,382 84	
	$1,499 00	$1,499 00

TABLE C—Concluded.

Collection of Wharfage from January 1, 1882, to December 31, 1882.

DATE.	1st District.	2d District.	3d District.	4th District.	5th District.	Aggregate.
January	$60 50	$300 50	$631 66	$420 47	$1,131 81	$2,544 94
February	21 03	196 26	621 38	461 91	772 64	2,073 22
March	104 75	272 73	579 45	372 86	567 40	1,897 19
April	69 50	332 93	601 62	527 02	1,725 71	3,256 78
May	28 88	288 49	442 19	510 35	1,506 28	2,776 19
June	87 25	386 73	435 43	436 44	1,705 67	3,051 52
July	63 00	407 54	394 34	458 88	1,718 24	3,042 00
August	18 25	355 87	501 25	409 42	1,916 10	3,200 89
September	82 25	411 53	615 22	750 20	1,740 60	3,599 80
October	66 00	400 59	673 65	558 66	1,665 14	3,364 04
November	50 40	345 46	622 15	507 75	1,642 91	3,168 67
December	121 00	358 40	502 13	549 50	1,443 79	2,974 82
[illegible]	$772 81	$4,057 03	$6,620 47	$5,963 46	$17,536 29	$34,950 06

Total collections from January 1 to December 31, 1882		$34,950 06
Less amount of commissions paid to Harbor Masters	$6,989 97	
" " paid for rent and incidental expenses	414 60	
" " " boatmen's salary	1,200 00	
		8,604 57
Net revenue		$26,345 49

TABLE D.

Superior Court.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$15,000 00
To amount paid Crier	$1,500 00	
" " Bailiffs	6,000 00	
" " Clerk	1,471 74	
" " for Drawing Jurors	817 50	
" " Jurors	3,807 50	
" " Sheriff	214 40	
" " Janitor	360 00	
To balance December 31, 1882	828 86	
	$15,000 00	$15,000 00

TABLE D—Continued.

Criminal Court.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882...		$55,000 00
To amount paid Bailiffs.....	$9,000 00	
" " Interpreter.....	999 96	
" " Sheriff.....	6,808 37	
" " Clerk.....	16,852 56	
" " State's Attorn'y	10,333 57	
" " for Drawing Jurors.	120 00	
" " Incidental Expenses	13 50	
" " Grand and Petit Jurors and Witnesses....	9,839 98	
" " for Special Docket.....	200 00	
" " for board of Jurors	225 00	
" " for Stationery for Grand Jury.....	89 20	
" " Survey.....	20 00	
To balance December 31, 1882...	502 14	
By amount received from the City Collector, on account of the tax levy.		4 28
	$55,004 28	$55,004 28

TABLE D—Continued.

Court Common Pleas.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$14,000 00
To amount paid Clerk	$2,025 70	
" " Crier	1,500 00	
" " Bailiffs	4,500 00	
" " Watchman	1,000 00	
" " Sheriff	295 00	
" " Jurors	4,026 96	
" " for drawing Jurors	316 50	
" " for stationery	119 65	
To balance December 31, 1882	216 19	
	$14,000 00	$14,000 00
By amount received as fines, by order of the Court		20 00

TABLE D—Continued.

Baltimore City Court.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$16,000 00
To amount paid to Clerk	$2,326 70	
" " Crier	1,500 00	
" " Bailiffs	6,000 00	
" " Sheriff	168 80	
" " Jurors	4,543 50	
" for drawing Jurors	305 00	
" " Stationery	298 24	
" " Miscellaneous	100 00	
To balance December 31, 1882	757 76	
	$16,000 00	$16,000 00

TABLE D—Continued.

Circuit Court.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$9,000 00
To amount paid Bailiffs and Messenger	$6,000 00	
To amount paid Watchman	900 00	
" " Clerk	168 80	
" " for Drawing Jurors	80 00	
" " for Stationery	155 85	
" " for Repairs	649 75	
To balance December 31, 1882	1,045 60	
	$9,000 00	$9,000 00

TABLE D—Continued.

Orphans' Court.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$8,225 00
By appropriation, Resolution No. 197, 1882		450 00
To amount paid to Judges	$5,634 00	
" " Bailiff	1,252 00	
" " Janitor	573 57	
" for incidental expenses	594 23	
To balance December 31, 1882	621 20	
	$8,675 00	$8,675 00

Supreme Bench.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,650 00
To amount paid to Judges	$2,500 00	
" " City Collector for furnishing list of taxpayers	150 00	
	$2,650 00	$2,650 00

TABLE D—Continued.

Removed Cases..

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$5,000 00
To amount paid to sundry parties.....	$4,972 45	
To balance December 31, 1882...	27 55	
	$5,000 00	$5,000 00

Fines.

	Dr.	Cr.
By amount received from Sheriff for the city's portion of fines imposed by the Criminal Court.		$1,376 63
To balance December 31, 1882...	$1,376 63	
	$1,376 63	$1,376 63

TABLE D—Continued.

Judgments and Suits.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$20,000 00
To amount paid sundry judgments, rendered against the M. & C. C. by various Courts, and for sundry expenses paid.	$24,266 95	
By balance December 31, 1882		$4,266 95
	$24,266 95	$24,266 95

Magistrates.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$13,000 00
By amount of city's proportion of fines		723 60
To amount paid Magistrates	$12,600 00	
" " Substitutes	400 00	
To balance December 31, 1882	723 60	
	$13,723 60	$13,723 60

TABLE D—Continued.

Registration.

	Dr.	Cr.
By appropriation, Resolution No. 54, 1882		$2,676 71
By appropriation, Resolution No. 67, 1882		1,598 15
By appropriation, Ordinance No. 69, 1882		14,400 00
To amount paid to counsellor of Registers	$300 00	
To amount paid State officers for serving summonses	1,598 15	
To amount paid for stationery, advertising, &c	3,299 34	
To balance December 31, 1882	13,477 37	
	$18,674 86	$18,674 86

TABLE D—Concluded.

Baltimore City Jail.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$49,000 00
By amount received for board of United States prisoners		1,129 70
By amount received for hire of prisoners		1,752 90
By amount received from counties for hire of prisoners		24 50
By amount received from sale of refuse and other sources		527 40
By appropriation, Resolution No. 3, 1882		4,800 00
To amount paid on warrants of the Board of Visitors	$53,798 12	
To balance December 31, 1882	3,436 38	
	$57,234 50	$57,234 50

TABLE E.

Receipts from taxation and other sources, and payments on account of interest on the Stock Debt.

	Dr.	Cr.
Received from the City Collector on account of the tax levy for internal improvements		$31 30
Received from the City Collector on account of the tax levy for miscellaneous stocks		672,593 76
Received from the Baltimore and Ohio Railroad Company, interest on the $5,000,000 Loan		300,000 00
Received from the Commissioners of Finance, dividend on 32,500 shares Baltimore and Ohio Railroad stock		325,000 00
Received from Park Board, interest on Public Park Loan		33,333 96
Received from Water Board, for interest on Water Loans of 1894 and 1916		452,630 00
Paid interest on the stock debt	$1,855,583 22	
Balance December 31, 1882.		71,994 20
	$1,855,583 22	$1,855,583 22

TABLE E—Continued.

Paving Loan 1920 *Stock.*

	Dr.	Cr.
Proceeds of sale of stock during the past year		$112,500 00
Proceeds of sale of stock prior to January 1, 1882		45,000 00
Balance December 31, 1882	$157,500 00	
	$157,500 00	$157,500 00

Western Maryland Railroad Loan 1925.

	Dr.	Cr.
Proceeds of sale of stock during the past year		$382,417 80
Balance December 31, 1882	$382,417 80	
	$382,417 80	$382,417 80

TABLE E—Continued.

Jones' Falls Stock.

	Dr.	Cr
Proceeds of sale of 5 and 6 per cent. stock prior to January 1, 1882		$1,665,927 36
Proceeds of sale of 5 per cent. stock during the past year.		98,500 00
Balance December 31, 1882	$1,764,427 36	
	$1,764,427 36	$1,764,427 36

Loans.

	Dr.	Cr.
By balance January 1, 1882		$ 235,000 00
By amount borrowed from sundry parties		1,200,554 82
To amount paid to sundry parties	$1,036,200 00	
To balance December 31, 1882.	399,354 82	
	$1,435,554 82	$1,435,554 82

TABLE E—Continued.

Permanent Water Supply.

	Dr.	Cr.
By balance January 1, 1882....		$7,234 49
By amount received from Water Board		808 29
To amount paid on the warrants of the Water Board. .	$1,407 86	
To balance December 31, 1882.	6,634 92	
	$8,042 78	$8,042 78

Water Board.

	Dr.	Cr.
By balance January 1, 1882....		$13,023 05
By amount received from water rents and from all other sources.....		753,177 86
To amount paid on warrants of the Water Board for interest on the Water Loan, salaries and other expenses.	$749,740 45	
To balance December 31, 1882.	16,460 46	
	$766,200 91	$766,200 91

TABLE E—Continued.

Receipts on account of the Sinking Funds.

	Dr.	Cr.
Received from City Passenger Railway Companies for Park Sinking Fund, as follows:		
Baltimore City Passenger Railway Company		$6,058 11
Citizens' Passenger Railway Company		3,687 26
North Baltimore Passenger Railway Company		3,931 37
York Road Passenger Railway Company		405 46
City Hall Sinking Fund		8 94
Funded Debt of 1868		4 47
Amount paid to Commissioners of Finance	$14,095 61	
	$14,095 61	$14,095 61

TABLE E—Concluded.

General Interest.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$ 40,000 00
By amount received from the City Collector for interest on arrearages of taxes		128,254 75
To amount of discount on taxes.	$77,762 87	
To amount paid for interest on loans, and on accounts due by the Mayor and City Council of Baltimore	16,460 01	
To balance December 31, 1882	74,031 87	
	$168,254 75	$168,254 75

TABLE F.

Druid Hill and Patterson Parks.

	Dr.	Cr.
By balance January 1, 1882...		$176 44
By amount received from Passenger Railway Companies, as follows:		
Baltimore City Passenger Railway Company..		61,899 94
Citizens' Passenger Railway Company.....		14,749 07
York Road Passenger Railway Company.....		1,621 96
North Baltimore Passenger Railway Company.....		15,725 52
By amount received from the Public Park Commissioners:		
On account of Druid Hill Park		4,507 47
" " Patterson "		226 00
To amounts paid on warrants of the Public Park Commissioners:		
For Druid Hill Park.....	$52,480 00	
" Patterson "	12,487 91	
" interest on Public Park stock..	33,333 39	
To balance December 31, 1882.	605 10	
	$98,906 40	$98,906 40

TABLE F—Continued.

Riverside Park.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$3,770 62
By appropriation, Ordinance No. 69, 1882		5,000 00
To amount paid on the warrants of the Public Park Commissioners	$4,204 16	
To amount paid for rent	3,770 62	
To balance December 31, 1882	795 84	
	$8,770 62	$8,770 62

Federal Hill Park.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$20,000 00
To amount paid on the warrants of the Public Park Commissioners	$19,993 99	
To balance December 31, 1882	6 01	
	$20,000 00	$20,000 00

TABLE F—Continued.

Eutaw Squares, First Division.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,500 00
To amount paid on the warrants of the Commissioners	1,434 35	
To balance, December 31, 1882	65 65	
	$1,500 00	$1,500 00

Eutaw Squares, Second Division.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,000 00
To amount paid on warrants of the Commissioners	$920 89	
To balance December 31, 1882	79 11	
	$1,000 00	$1,000 00

TABLE F—Continued.

Harlem Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$5,000 00
To amount paid on warrants of the Commissioners	$5,000 00	
	$5,000 00	$5,000 00

Ashland Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$150 00
To amount paid on warrants of the Commissioners	$118 25	
To balance, December 31, 1882	31 75	
	$150 00	$150 00

TABLE F—Continued.

Park Place Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$850 00
To amount paid on warrants of the Park Place Commissioners	$850 00	
	$850 00	$850 00

Perkins Spring.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,400 00
By appropriation, Ordinance No. 69, 1882		2,052 00
To amount paid for rent	$2,052 00	
To amount paid on warrants of the Commissioners	1,360 10	
To balance December 31, 1882	39 90	
	$3,452 00	$3,452 00

TABLE F—Continued.

Eastern Fountain.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,400 00
To amount paid on the warrants of the Commissioners	$1,311 99	
To balance December 31, 1882	88 01	
	$1,400 00	$1,400 00

Madison Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,400 00
To amount paid on warrants of the Commissioners	$1,399 61	
To balance December 31, 1882	39	
	$1,400 00	$1,400 00

TABLE F—Continued.

Broadway Squares—First Division.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,250 00
To amount paid on warrants of the Commissioners	$2,244 51	
To balance December 31, 1882	5 49	
	$2,250 00	$2,250 00

Broadway Squares—Second Division.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,250 00
To amount paid on warrants of the Commissioners	$2,249 82	
To balance December 31, 1882	18	
	$2,250 00	$2,250 00

TABLE F—Continued.

Mount Vernon Squares.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,000 00
To amount paid on warrants of the Commissioners	$1,000 00	
	$1,000 00	$1,000 00

Lafayette Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,000 00
To amount paid on warrants of the Commissioners	$1,960 91	
To balance December 31, 1882	39 09	
	$2,000 00	$2,000 00

TABLE F—Continued.

Franklin Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,000 00
To amount paid on warrants of the Commissioners	$2,000 00	
	$2,000 00	$2,000 00

Jackson Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$800 00
To amount paid on warrants of the Commissioners	$781 02	
To balance December 31, 1882	18 98	
	$800 00	$800 00

TABLE F—Continued.

Union Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,400 00
To amount paid on warrants of the Commissioners	$1,260 74	
To balance December 31, 1882	139 26	
	$1,400 00	$1,400 00

Baker Circle.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$50 00
To amount paid on warrants of the Commissioner	$50 00	
	$50 00	$50 00

TABLE F—Concluded.

Johnston Square.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$3,000 00
To amount paid on warrants of the Commissioners	$2,721 42	
To balance December 31, 1882	278 58	
	$3,000 00	$3,000 00

Taney Place.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$250 00
To amount paid on warrants of the Commissioners	$205 24	
To balance December 31, 1882	44 76	
	$250 00	$250 00

TABLE G.

Health.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882, General Health		$20,000 00
By appropriation, Ordinance No. 69, 1882, Salaries		13,000 00
By appropriation, Resolution No. 185		35,000 00
By appropriation, Ordinance No. 12		2,003 72
To amount paid on warrants of the Commissioner of Health	$69,449 78	
To balance December 31, 1882	553 94	
	$70,003 72	$70,003 72

TABLE G—Continued.

Nuisances and Sewers.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$8,000 00
By Health account		6,000 00
To amount paid on warrants of the Commissioner of Health	$13,990 00	
To balance December 31, 1882	10 00	
	$14,000 00	$14,000 00

Quarantine Hospital.

	Dr.	Cr.
By appropriation, Resolution No. 49, 1882, deficiency		$ 11 75
By appropriation, Ordinance No. 69, 1882		18,000 00
By amount received from hospital fees		7,659 26
By appropriation, Resolution No. 186, 1882		5,000 00
To amount paid on warrants of the Commissioner of Health	$23,003 80	
To balance December 31, 1882	7,667 21	
	$30,671 01	$30,671 01

TABLE G—Continued.

Post-mortems.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$600 00
To amount paid on warrants of the Commissioner of Health..	$300 00	
To balance December 31, 1882...	300 00	
	$600 00	$600 00

Expenditures and Appropriations on account of the Harbor Board.

	Dr.	Cr.
Dredging, salaries, &c., Ordinance No. 69, 1882.	$46,877 34	$67,836 61
Iceboat F. C. Latrobe, Ordinance No. 69, 1882.	6,968 58	7,000 00
Repairs of wharves, Ordinance No. 69, 1882.	2,981 84	3,000 00
Repairs to City Dock, Ordinance No. 69, 1882.		5,000 00
Repairs to City Dock, Resolution No. 66, 1882.	3,749 69	5,000 00
Harbor, deficiency, Ordinance No. 12, 1882.		9 22
Wharf at Little Hawkins' Point, Ordinance No. 3, 1882.	3,968 68	4,000 00
Amount received from Harbor Board.		203 50
To balance December 31, 1882...	27,503 20	
	$92,049 33	$92,049 33

TABLE G—Continued.

Cleaning Streets.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882, for cleaning streets, removing garbage, &c		$218,541 60
To amount paid on warrants of the Commissioner of Street Cleaning..... .....$218,525 21		
To balance December 31, 1882...	16 39	
	$218,541 60	$218,541 60

TABLE G—Continued.

City Collector.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$43,700 00
To amount paid for salaries and incidental expenses of the City Collector's office and Appeal Tax Court	$43,683 33	
To balance December 31, 1882	16 67	
	$43,700 00	$43,700 00

TABLE G—Continued.

City Poor.

	Dr.	Cr.
By amount received from the City Collector on account of the tax levy		$149,498 43
By appropriation for Bayview Asylum, Ordinance No. 69, 1882, and Resolution No. 4, 1882		66,000 00
By amount received from board of inmates and resident students, sale of refuse, &c		2,541 10
Paid warrants of the Trustees of Bayview Asylum	$65,757 07	
By appropriation for the House of Refuge, Ordinance No. 69, 1882		20,000 00
Paid to House of Refuge	16,544 27	
By appropriation for the House of Reformation and Instruction for Colored Children, Ordinance 69, 1882		15,000 00
Paid to House of Reformation and Instruction for Colored Children	13,584 00	
Amounts carried forward	$95,885 34	$253,039 53

TABLE G—Continued.

	Dr.	Cr.
Amounts brought forward	$95,885 34	$253,039 53
By appropriation for Dispensaries, Ordinance No. 69, 1882, as follows:		
Southern	1,000 00	1,000 00
Northeastern	1,000 00	1,000 00
Baltimore General	400 00	400 00
" Special	400 00	400 00
Northwestern	400 00	400 00
Eastern	400 00	400 00
Homœopathic Free	400 00	400 00
College of Physicians and Surgeons	400 00	400 00
University of Maryland	800 00	800 00
By appropriation for St. Mary's Industrial School, Ordinance No. 69, 1882		20,000 00
Paid to St. Mary's Industrial School	20,000 00	
By appropriation for Mount Hope Retreat, Ordinance No. 69, 1882		13,000 00
Paid to Mount Hope Retreat	13,305 43	
By appropriation for Deaf and Dumb, Ordinance No. 69, 1882		500 00
Amounts carried forward	$134,390 77	$291,739 53

TABLE G—Continued.

	Dr.	Cr.
Amounts brought forward...	$134,390 77	$291,739 53
Paid for Deaf and Dumb.....	412 55	
By appropriation for Indigent Sick at Universities, Ordinance No. 69, 1882.....		9,000 00
Paid to University of Maryland.	4,236 58	
Paid to Washington University.	4,236 58	
By appropriation for Widows and Orphans, War of 1812, Ordinance No. 69, 1882.....		300 00
Paid to Widows and Orphans, War of 1812.....	300 00	
By appropriation for Old Defenders, War of 1812, Ordinance No. 69, 1882..		300 00
Paid Old Defenders, War of 1812	300 00	
By appropriation for Maryland Hospital for the Insane, Ordinance No. 69, 1882.....		26,953 01
Paid to Maryland Hospital for the Insane.....	26,182 64	
By appropriation for Female House of Refuge, Ordinance No. 69, 1882.....		1,500 00
Paid Female House of Refuge..	750 00	
Amounts carried forward....	$170,809 12	$329,792 54

TABLE G—Continued.

	Dr.	Cr.
Amounts brought forward...	$170,809 12	$329,792 54
By appropriation for St. Vincent's Infant Asylum, Ordinance No. 69, 1882.....		1,500 00
Paid to St. Vincent's Infant Asylum.....	1,000 00	
By appropriation for Home of the Friendless, Ordinance No. 69, 1882.....		1,500 00
Paid to Home of the Friendless.	625 00	
By appropriation for Nursery and Child's Hospital, Ordinance 69, 1882.....		1,500 00
Paid to Nursery and Child's Hospital.....	753 00	
	$173,187 12	$334,292 54

TABLE G—Continued.

Building Addition to Bayview Asylum.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$20,000 00
To amount paid on warrants of the Inspector of Buildings	$19,887 50	
To balance December 31, 1882	112 50	
	$20,000 00	$20,000 00

Entertainment of Grand Army Republic.

	Dr.	Cr.
By appropriation, Resolution No. 84, 1882		$2,000 00
To amount paid on orders of the Mayor	$4,798 42	
By balance December 31, 1882		2,798 42
	$4,798 42	$4,798 42

TABLE G—Continued.

Dog Pound.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$1,200 00
By amount received for dead dogs		44 33
By amount received for dogs sold at auction.....		94 75
To amount paid for dogs captured..	$787 35	
To amount paid for feed.....	6 75	
" " ground rent	300 00	
" " repairs.....	35 00	
To balance December 31, 1882...	209 98	
	$1,339 08	$1,339 08

Mayoralty.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$2,500 00
By amount received from the Mayor for three days' services to *ex-officio* Mayor Veazey. ..		21 00
To amount paid for incidental expenses of the Mayor's office	$1,124 53	
To balance December 31, 1882...	1,396 47	
	$2,521 00	$2,521 00

TABLE G—Continued.

Sale of City Property.

	Dr.	Cr.
By amount received in payment of property on John alley.....		$280 00
To balance December 31, 1882....	$280 00	
	$280 00	$280 00

Gasoline Lamps, Lamp Pillars and Lamps, and Repairs of Lamps.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$22,500 00
By amount received from sundry parties for injury to lamps		84 58
To amount paid on warrants of the General Superintendent of Lamps.....	$21,304 99	
To balance December 31, 1882...	1,279 59	
	$22,584 58	$22,584 58

TABLE G—Continued.

City Council.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$54,000 00
To amount paid to members	$29,885 33	
" " " clerks, &c	13,050 00	
" " for printing and other expenses	10,453 55	
To balance December 31, 1882	611 12	
	$54,000 00	$54,000 00

City Librarian

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$7,500 00
To amount paid on warrants of the City Librarian for Stationery, &c	$7,499 95	
To balance December 31, 1882	05	
	$7,500 00	$7,500 00

TABLE G—Continued.

Tax Sales.

	Dr.	Cr.
By appropriation, Resolution No. 50, 1882		$ 240 25
By amount received from sundry parties for redemption of property previously sold		9,322 73
To amount paid for the purchase of property by the Mayor and City Council to secure taxes	$8,185 11	
To balance December 31, 1882	1,377 87	
	$9,562 98	$9,562 98

Police Department.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$606,486 00
To amount paid on warrants of the Board of Police Commissioners	$605,669 84	
To balance December 31, 1882	816 16	
	$606,486 00	$606,486 00
Received from the City Collector on account of the tax levy for the Police Department	$547,559 67	

TABLE G—Continued.

Refunded Taxes.

	Dr.	Cr.
By appropriation, Resolution No. 10, 1882.		$4,000 00
To amount of taxes refunded to sundry parties by order of the Appeal Tax Court.....	$3,424 39	
To balance, December 31, 1882 ..	575 61	
	$4,000 00	$4,000 00

Public Printing.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$1,600 00
By amount received from the City Commissioner.....		149 00
To amount paid for advertising.	$1,566 31	
To balance December 31, 1882...	182 69	
	$1,749 00	$1,749 00

TABLE G—Continued.

Fire Department.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882....		$176,052 31
By amount received from sundry refuse, &c.....		297 50
By amount transferred from repairs Engine Houses account.		5,918 96
To amount paid on warrants of the Fire Commissioners, for expenses of the Fire Department and the Police and Fire Alarm Telegraph.....	$181,967 86	
To balance December 31, 1882...	300 91	
	$182,268 77	$182,268 77

Public Schools.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$630,000 00
To amount paid on warrants of the Board of Public School Commissioners on account of white schools	$567,169 96	
To amount paid on warrants of the Board of Public School Commissioners on account of colored schools	62,830 04	
	$630,000 00	$630,000 00
Receipts from various sources on account of Public Schools:		
From the City Collector on account of the tax levy		$377,451 07
From the State, city's proportion of State tax		168,289 88
From J. F. Plummer, executor		64 80
From H. M. Cowles, secretary, for use of books, &c		47,009 01
		$592,814 76

TABLE G—Continued.

Elections.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$12,000 00
To amount paid for per diem of Judges and Clerks, room rent, advertising, stationery, &c.	$10,122 31	
To balance December 31, 1882	1,877 69	
	$12,000 00	$12,000 00

Supervisors of Elections.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,000 00
To amount paid to Clerk	$ 541 63	
" " Messenger	110 61	
" for advertising	1,118 20	
" for incidental expenses	60 95	
To balance December 31, 1882	168 61	
	$2,000 00	$2,000 00

TABLE G—Concluded.

Special Appropriations.

	Dr.	Cr.
Favor James Stanton, Resolution No. 20, 1882	$233 33	$233 33
" Wm. Konig, Resolution No. 26, 1882	204 50	204 50
" F. McCormick and H. F. Turner, Resolution No. 68, 1882	6,750 00	6,750 00
" Jos. C. Boggs, Resolution No. 98, 1882	70 49	70 49
" W. H. Perot, Resolution No. 87, 1882	194 00	194 00
" Wm. Spielmyer, Resolution No. 92, 1882	99 65	99 65
" Fitzpatrick & Brown, Resolution No. 184, 1882	1,000 00	1,000 00
" Wm. Konig, Resolution No. 187, 1882	251 00	251 00
	$8,802 97	$8,802 97

TABLE H.

City Commissioner.

	Dr.	Cr.
By appropriation, Resolution No. 61, 1882		$ 300 00
By appropriation, Ordinance No. 69, 1882		25 00
By appropriation, Ordinance No. 69, 1882		9,000 00
By appropriation, Ordinance No. 69, 1882		700 00
To amount paid for salaries	$9,000 00	
" " livery	700 00	
" " incidental expenses.	24 00	
" as per Resolution No. 61, 1882	210 10	
To balance December 31, 1882	90 90	
	$10,025 00	$10,025 00

TABLE H—Continued.

Repairs of Sewers.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$12,300 00
By amount received for permits to connect with sewers		1,207 74
To amount paid on warrants of the City Commissioner	$8,974 05	
To balance December 31, 1882	4,533 69	
	$13,507 74	$13,507 74

Repairs of Paved Streets.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$75,000 00
By amount received from sale of old material		2,070 81
To amount paid on warrants of the City Commissioner	$74,969 86	
To balance December 31, 1882	2,100 95	
	$77,070 81	$77,070 81

TABLE H—Continued.

Repairs of Bridges.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$12,500 00
To amount paid on warrants of the City Commissioner.....	$10,672 18	
To balance December 31, 1882...	1,827 82	
	$12,500 00	$12,500 00

Improvement of Jones' Falls.

	Dr.	Cr.
To balance January 1, 1882....	$1,641,181 93	
To amount paid on warrants of the City Commissioner.	112,196 09	
By amount received from sale of old material.....		$1,394 66
By balance December 31, 1882		1,751,983 36
	$1,753,378 02	$1,753,378 02

TABLE H—Continued.

Repairs of Unpaved Streets.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$3,000 00
To amount paid on warrants of the City Commissioner	$2,809 23	
To balance December 31, 1882	190 77	
	$3,000 00	$3,000 00

Flag and Stepping-stones.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$8,000 00
By amount received from City Commissioner		15 90
To amount paid on warrants of the City Commissioner	$7,993 47	
To balance December 31, 1882	22 43	
	$8,015 90	$8,015 90

TABLE H--Continued.

Paving in front of City Property.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$900 00
To amount paid on warrants of the City Commissioner	$893 50	
To balance December 31, 1882	6 50	
	$900 00	$900 00

Iron Plates.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,700 00
By appropriation, Resolution No. 79, 1882		300 00
To amount paid on warrants of the City Commissioner	$2,898 75	
To balance, December 31, 1882	101 25	
	$3,000 00	$3,000 00

TABLE H—Continued.

Harford-run Sewer.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$10,229 00
To amount paid on warrants of the City Commissioner	$3,213 03	
To balance December 31, 1882	7,015 97	
	$10,229 00	$10,229 00

McMechen-street Sewer.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$4,000 00
To amount paid on warrants of the City Commissioner	$3,774 36	
To balance December 31, 1882	225 64	
	$4,000 00	$4,000 00

TABLE H—Continued.

Inlets on Fremont and Pratt Streets.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,900 00
To amount paid on warrants of the City Commissioner	$2,194 68	
To balance December 31, 1882	705 32	
	$2,900 00	$2,900 00

Chatsworth-run Sewer.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$7,000 00
By appropriation, Resolution No. 6, 1882		2,300 00
By amount received from City Commissioner		2 62
To amount paid on warrants of the City Commissioner	$9,289 65	
To balance December 31, 1882	12 97	
	$9,302 62	$9,302 62

TABLE H—Continued.

Outlet of Schroeder's-run Sewer.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$3,500 00
By appropriation, Resolution No. 193, 1882		2,000 00
To amount paid on warrants of the City Commissioner	$5,064 06	
To balance December 31, 1882	435 94	
	$5,500 00	$5,500 00

Washington-street Sewer.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$220 00
To amount paid on warrants of the City Commissioner	$220 00	
	$220 00	$220 00

TABLE H—Continued.

Head-walls of Chatsworth Run.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$525 00
To amount paid on warrants of the City Commissioner	$524 30	
To Balance December 31, 1882	70	
	$525 00	$525 00

Reconstruction of Draw at Light-street Bridge.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$7,500 00
By appropriation, Resolution No. 192, 1882		1,200 00
To amount paid on warrants of the City Commissioner	$8,699 91	
Balance December 31, 1882	09	
	$8,700 00	$8,700 00

TABLE H—Continued.

Light-street Bridge.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$1,200 00
To amount paid on warrants of the City Commissioner	$1,126 75	
To balance December 31, 1882	73 25	
	$1,200 00	$1,200 00

Traps to Various Inlets.

	Dr.	Cr.
By appropriation, Resolution No. 78, 1882		$1,600 00
To amount paid on warrants of the City Commissioner	$1,519 90	
To balance December 31, 1882	80 10	
	$1,600 00	$1,600 00

TABLE H—Continued.

Repairs of Public Schools.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$10,000 00
To amount paid on warrants of the Inspector of Buildings	$8,744 44	
To balance December 31, 1882	1,255 56	
	$10,000 00	$10,000 00

Repairs of Court-houses.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$3,000 00
To amount paid on warrants of the Inspector of Buildings	$2,451 20	
To balance December 31, 1882	548 80	
	$3,000 00	$3,000 00

TABLE H—Continued.

Repairs of Market Houses.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$4,150 00
By amount received from Inspector of Buildings		435 17
To amount paid on warrants of the Inspector of Buildings	$2,874 01	
To balance December 31, 1882	1,711 16	
	$4,585 17	$4,585 17

Repairs to Clock on Northwestern Station.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$90 00
To amount paid on warrants of the Inspector of Buildings	$90 00	
	$90 00	$90 00

TABLE H—Continued.

Repairs to City Hall.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,750 00
To amount paid on warrants of the Inspector of Buildings	$2,721 97	
To balance December 31, 1882	28 03	
	$2,750 00	$2,750 00

Inspector of Buildings.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$4,125 00
By appropriation, Ordinance No. 69, 1882		300 00
To amount paid on warrants of the Inspector of Buildings	$4,278 16	
To balance December 31, 1882	146 84	
	$4,425 00	$4,425 00

TABLE H—Continued.

Building Public School No. 4.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$16,684 00
To amount paid on warrants of the Inspector of Buildings	$16,684 00	
	$16,684 00	$16,684 00

Building Public School No. 2.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$10,992 88
To amount paid on warrants of the Inspector of Buildings	$10,992 88	
	$10,992 88	$10,992 88

TABLE H - Continued.

Building Female Grammar School No. 16.

	Dr.	Cr.
By appropriation, Ordinance No. 13, 1882		$10,000 00
By appropriation, Resolution No. 113, 1882		1,000 00
To amount paid on warrants of the Inspector of Buildings	$10,993 85	
To balance December 31, 1882	6 15	
	$11,000 00	$11,000 00

Building Male and Female Primary School No. 14.

	Dr.	Cr.
By appropriation, Ordinance No. 14, 1882		$16,000 00
To amount paid on warrants of the Inspector of Buildings	$15,257 45	
To balance December 31, 1882	742 55	
	$16,000 00	$16,000 00

TABLE H—Continued.

Improvement of Lexington Market.

	Dr.	Cr.
By appropriation, Ordinance No. 31, 1882		$5,000 00
To amount paid on warrants of the Inspector of Buildings	$4,814 52	
To balance, December 31, 1882	185 48	
	$5,000 00	$5,000 00

Repairs of Engine Houses.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$11,000 00
To amount paid on warrants of the Inspector of Buildings	$10,056 99	
To balance December 31, 1882	943 01	
	$11,000 00	$11,000 00

TABLE H—Continued.

Repairs to City Jail.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$2,500 00
To amount paid on warrants of the Inspector of Buildings	$2,451 69	
To balance December 31, 1882	48 31	
	$2,500 00	$2,500 00

New Quarantine Hospital.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882		$21,000 00
To amount paid on warrants of the Inspector of Buildings	$15,871 94	
To balance December 31, 1882	5,128 06	
	$21,000 00	$21,000 00

TABLE H—Continued.

Repairs to Belair Market.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$1,200 00
To amount paid on warrants of the Inspector of Buildings.....	$1,174 00	
To balance December 31, 1882 ..	26 00	
	$1,200 00	$1,200 00

Cleaning Cess-pools of Public Schools.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$2,000 00
To amount paid on warrants of the Inspector of Buildings....	$1,467 50	
To balance December 31, 1882...	532 50	
	$2,000 00	$2,000 00

TABLE H—Continued.

Expenditures and Appropriations for Sundry Accounts.

	Dr.	Cr.
General expense, Ordinance No. 69, 1882	$1,839 49	$2,105 00
Court House and Record Office, expense of, Ordinance No. 69, 1882	4,280 70	4,300 00
Old Masonic Hall, expense of, Ordinance No. 69, 1882	3,612 00	3,612 00
Lamplighters' salaries, Ordinance No. 69, 1882	45,431 40	45,528 00
Salaries of sundry officers, Ordinance No. 69, 1882	67,530 62	67,573 45
Gas and Electric Lights, Ordinance No 69, 1882	173,793 10	182,000 00
Commissioners for Opening Streets, Ordinance No. 69, 1882	125 51	150 00
Superintendent of City Hall, Ordinance No. 69, 1882	16,362 01	16,400 00
Coroners' salaries, Ordinance No. 69, 1882	2,400 00	2,400 00
Transportation to House of Correction, Ordinance No. 69, 1882	141 10	150 00
Amounts carried forward	$315,515 93	$324,218 45

TABLE H—Concluded.

	Dr.	Cr.
Amounts brought forward	$315,515 93	$324,218 45
Carrying poor to homes, Ordinance No. 69, 1882.....	782 25	1,200 00
Iceboat Maryland, Ordinance No. 69, 1882.....		1,000 00
Ringing mechanics' bells, Ordinance No. 69, 1882.....	100 00	200 00
Water-mains on Wolfe and other streets, Resolution No. 69, 1882.	4,000 00	4,000 00
Maryland Institute, Ordinance No. 69, 1882.		3,000 00
To balance December 31, 1882...	13,220 27	
	$333,618 45	$333,618 45

TABLE I.

Opening Presstman Street.

	Dr.	Cr.
By balance January 1, 1882.....		$ 2,900 35
By appropriation, Ordinance No. 69, 1882.....		13,621 99
To amount paid for damages....	$32,064 31	
By amount received for benefits.		15,720 65
To balance December 31, 1882...	178 68	
	$32,242 99	$32,242 99

Opening North Street.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.....		$ 862 77
By amount received for benefits.		5,717 57
To amount paid for damages....	$6,000 00	
To balance December 31, 1882...	580 34	
	$6,580 34	$6,580 34

TABLE I—Continued.

Closing School-house Lane.

	Dr.	Cr.
By balance January 1, 1882.....		$198 78
To amount paid for damages....	33 78	
To balance December 31, 1882...	166 00	
	$199 78	$199 78

Opening Covington Street.

	Dr.	Cr.
To balance January 1, 1882.....	$1,115 96	
To amount paid for damages....	330 88	
By amount received for benefits.		$726 30
By balance, December 31, 1882..		720 54
	$1,446 84	1,446 84

TABLE I—Continued.

Closing Old Joppa Road.

	Dr.	Cr.
To balance January 1, 1882.....	$116 70	
To amount paid for damages....	32 93	
By amount received for benefits.		$2,857 88
To balance December 31, 1882...	2,708 25	
	$2,857 88	$2,857 88

Closing Ferry Point Road.

	Dr.	Cr.
To balance January 1, 1882.....	$478 32	
To amount paid for damages....	7,048 00	
By amount received for benefits.		$8,112 32
To balance December 31, 1882...	586 00	
	$8,112 32	$8,112 32

TABLE I—Continued.

Opening Robert Street.

	Dr.	Cr.
To balance January 1, 1882.....	$193 00	
To amount paid for damages....	360 68	
By balance December 31, 1882...		$553 68
	$553 68	$553 68

Opening Wolfe Street.

	Dr.	Cr.
By balance January 1, 1882.....		$6,101 47
By amount received for benefits.		135 50
To amount paid for damages....	$3,625 44	
To balance December 31, 1882...	2,611 53	
	$6,236 97	$6,236 97

TABLE I—Continued.

Opening Patterson Park Avenue.

	Dr.	Cr.
To balance January 1, 1882.....	$1,463 08	
To amount paid for damages....	33,988 61	
By appropriation, Ordinance No. 69, 1882.....		$30,818 26
By amount received for benefits.		7,132 09
To balance December 31, 1882...	2,498 66	
	$37,950 35	$37,950 35

Opening John Street.

	Dr.	Cr.
To balance January 1, 1882.....	$890 96	
By appropriation, Ordinance No. 69, 1882.....		$5,729 39
By amount received for benefits.		664 72
To balance December 31, 1882...	5,503 15	
	$6,394 11	$6,394 11

TABLE I—Continued.

Opening Patapsco Street.

	Dr.	Cr.
To balance January 1, 1882.....	$30 00	
To amount paid for damages. ..	817 00	
By balance December 31, 1882...		$847 00
	$847 00	$847 00

Opening Race Street.

	Dr.	Cr.
By appropriation, Ordinance No. 69, 1882.		$2,471 68
By amount received for benefits.		4,828 80
To balance January 1, 1882.....	$215 19	
To amount paid for damages....	5,134 88	
To Balance December 31, 1882...	1,950 41	
	$7,300 48	$7,300 48

TABLE I—Continued.

Opening McElderry Street.

	Dr.	Cr.
By balance January 1, 1882.....		$2,521 26
By appropriation, Ordinance No. 69, 1882.....		4,686 20
By amount received for benefits		8,218 24
To amount paid for damages. ..	$11,216 88	
To balance December 31, 1882 ..	4,208 82	
	$15,425 70	$15,425 70

Opening Gold Street.

	Dr.	Cr.
To balance January 1, 1882.....	$441 37	
To amount paid for damages....	315 75	
By balance December 31, 1882...		$757 12
	$757 12	$757 12

TABLE I—Continued.

Opening Luzerne Street.

	Dr.	Cr.
To balance January 1, 1882.....	$476 54	
To amount paid for damages....	19,814 49	
By appropriation, Ordinance No. 69, 1882.....		$13,397 58
By amount received for benefits.		9,959 81
To balance December 31, 1882...	3,066 36	
	$23,357 39	$23,357 39

Opening Cathedral Street.

	Dr.	Cr.
To balance January 1, 1882.....	$1,152 38	
To amount paid for damages. ...	1,008 73	
By amount received for benefits		$23,355 60
To balance December 31, 1882 ..	21,194 49	
	$23,355 60	$23,355 60

TABLE I—Continued.

Closing Addison Alley.

	Dr.	Cr.
By amount received for benefits.		$455 10
To balance January 1, 1882.....	$248 61	
To amount paid for damages....	145 25	
To balance December 31, 1882...	61 24	
	$455 10	$455 10

Opening a Court, from Postoffice Avenue to Holliday Street.

	Dr.	Cr.
To balance January 1, 1882.....	$300 82	
To amount paid for damages. ..	5,195 25	
By appropriation, Ordinance No. 69, 1882.		$2,036 07
By amount received for benefits.		3,478 00
To balance December 31, 1882...	18 00	
	$5,514 07	$5,514 07

TABLE I—Continued.

Opening Carey Street.

	Dr.	Cr.
To balance January 1, 1882.....	$511 99	
To amount paid for damages....	193 18	
By amount received for benefits		$3,980 12
To balance December 31, 1882 ..	3,274 95	
	$3,980 12	$3,980 12

Closing Fourth Street.

	Dr.	Cr.
To balance January 1, 1882.....	$72 10	
To amount paid for damages....	87 22	
By balance December 31, 1882...		$159 32
	$159 32	$159 32

TABLE I—Continued.

Paving Truxton Street.

	Dr.	Cr.
To balance January 1, 1882.....	$993 68	
By amount received for benefits..		$752 02
By balance December 31, 1882.....		241 66
	$993 68	$993 68

Paving Hoffman Street No. 1.

	Dr.	Cr.
By balance January 1, 1882.....		7,368 93
By amount received for benefits		250 00
To amount paid for damages....	513 99	
To balance, December 31, 1882 ..	7,104 94	
	$7,618 93	$7,618 93

TABLE I—Continued.

Paving Broadway.

	Dr.	Cr.
By balance January 1, 1882.....		$94 49
By amount received for benefits.		2,757 97
To amount paid for damages....	$7,285 27	
By balance December 31, 1882...		4,432 81
	$7,285 27	$7,285 27

Paving Castle Street.

	Dr.	Cr.
To amount paid for damages....	$139 97	
By balance December 31, 1882...		$139 97
	$139 97	$139 97

TABLE I—Continued.

Paving Fayette Street.

	Dr.	Cr.
To balance January 1, 1882.....	$1,873 03	
By amount received for benefits		$65 34
By balance December 31, 1882...		1,807 69
	$1,873 03	$1,873 03

Paving Oliver Street.

	Dr.	Cr.
To balance January 1, 1882.....	$5,429 41	
To amount paid for damages. .	1,113 77	
By amount received for benefits		$1,441 52
By balance December 31, 1882...		5,101 66
	$6,543 18	$6,543 18

TABLE I—Continued.

Paving Charles Street.

	Dr.	Cr.
To balance January 1, 1882.....	$32,065 60	
To amount paid for damages.....	11,986 62	
By amount received for benefits.		$9,147 62
By balance December 31, 1882...		34,904 60
	$44,052 22	$44,052 22

Paving West Falls Avenue.

	Dr.	Cr.
To balance January 1, 1882..... .	$10 00	
To amount paid for damages.....	2,433 28	
By balance December 31, 1882....		$2,443 28
	$2,443 28	$2,443 28

TABLE I—Continued.

Paving Light Street.

	Dr.	Cr.
To balance January 1, 1882.....	$1,376 09	
By amount received for benefits ..		546 67
By balance December 31, 1882.....		829 42
	$1,376 09	$1,376 09

Paving Marshall Street.

	Dr.	Cr.
To balance January 1, 1882.....	893 44	
To amount paid for damages.....	1,155 26	
By amount received for benefits ...		1,269 40
By balance December 31, 1882.....		779 30
	$2,048 70	$2,048 70

TABLE I—Continued.

Paving Vincent Alley.

	Dr.	Cr.
To balance January 1, 1882.	$260 83	
To amount paid for damages....	1,813 58	
By amount received for benefits		$1,331 98
By balance December 31, 1882...		742 43
	$2,074 41	$2,074 41

Paving Covington Street.

	Dr.	Cr.
To balance January 1, 1882.....	$156 73	
To amount paid for benefits.....	6,455 69	
By balance December 31, 1882...		$6,612 42
	$6,612 42	$6,612 42

TABLE I—Continued.

Paving Washington Street.

	Dr.	Cr.
By balance January 1, 1882.....		$685 63
To amount paid for damages....	$367 38	
To balance December 31, 1882....	318 25	
	$685 63	$685 63

Paving St. Paul Street.

	Dr.	Cr.
To balance January 1, 1882.....	$2,253 16	
To amount paid for damages. ...	150 40	
By amount received for benefits.		$2,736 06
To balance December 31, 1882 ..	332 50	
	$2,736 06	$2,736 06

TABLE I—Continued.

Paving Mount Street.

	Dr.	Cr.
To balance January 1, 1882.....	$630 94	
To amount paid for damages....	5,048 17	
By amount received for benefits		$5,947 61
To balance December 31, 1882...	268 50	
	$5,947 61	$5,947 61

Paving a 15-foot Alley from Presstman Street to Laurens Street.

	Dr.	Cr.
By balance January 1, 1882.....		$34 62
To amount paid for damages....	$58 76	
By balance December 31, 1882 ..		24 14
	$58 76	$58 76

TABLE I—Continued.

Paving North Avenue.

	Dr.	Cr.
To balance January 1, 1882.....	$25,890 55	
To amount paid for damages....	13,982 98	
By amount received for benefits.		$2,389 16
By balance December 31, 1882...		37,484 37
	$39,873 53	39,873 53

Paving Central Avenue.

	Dr.	Cr.
By balance January 1, 1882.....		$61 85
By amount received for benefits.		$3,359 86
To amount paid for damages....	2,930 45	
To balance December 31, 1882...	491 26	
	$3,421 71	$3,421 71

TABLE I—Continued.

Paving Elliott Street.

	Dr.	Cr.
By amount received from City Collector		$132 29
To balance January 1, 1882	$32 90	
To balance December 31, 1882	99 39	
	$132 29	$132 29

Condemnation Chatsworth-run Sewer.

	Dr.	Cr.
To balance January 1, 1882	$290 20	
To amount paid for damages	522 37	
By balance December 31, 1882		$812 57
	$812 57	$812 57

TABLE I—Continued.

Paving Henry Street.

	Dr.	Cr.
By balance January 1, 1882.....		$180 72
To amount paid for paving.....	$127 88	
To balance December 31, 1882 ..	52 84	
	$180 72	$180 72

Paving Gilmor Street.

	Dr.	Cr.
To amount paid for paving.....	$155 33	
By balance December 31, 1882...		$155 33
	$155 33	$155 33

TABLE I—Continued.

Paving O'Donnell Street.

	Dr.	Cr.
By balance January 1, 1882.....		$94 40
To amount paid for paving..	$61 60	
To balance December 31, 1882...	32 80	
	$94 40	$94 40

Paving Sharp Street.

	Dr.	Cr.
By balance January 1, 1882.....		$412 72
By amount received from City Collector.....		661 14
To balance December 31, 1882...	$1,073 86	$1,073 86
	$1,073 86	$1,073 86

TABLE I—Continued.

Closing Milliman Street.

	Dr.	Cr.
To amount paid for damages....	$688 05	
By amount received for benefits.		$1,037 43
To balance December 31, 1882...	349 38	
	$1,037 43	$1,037 43

Closing Tyson Alley.

	Dr.	Cr.
To amount paid for damages....	$511 72	
By amount received for benefits.		$597 72
To balance December 31, 1882...	86 00	
	$597 72	$597 72

TABLE I—Concluded.

Amount paid for paving streets; also the amount received from the City Collector, payment by sundry parties.

	Dr.	Cr.
North street	$627 08	
Ann street	58 26	
Plum alley	69 18	99 35
Cole street	207 02	288 83
Valley street	3,395 42	3,140 84
Bloom street	141 92	764 26
Claret alley	152 40	264 22
Goodman alley		90 85
China street	597 41	819 14
Binney street	1,495 20	1,719 19
Fulton avenue	3,520 35	4,026 85
Hanover street		3,270 50
Stoddard alley	1,851 27	1,948 87
Robert street	1,096 64	1,265 61
Saratoga street		465 15
Morton alley	435 78	549 30
Burke street	954 06	636 05
Interest on paving account		1,174 73
	$14,601 99	$20,523 74

ANNUAL REPORT

OF THE

CITY SOLICITOR,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882

REPORT.

LAW DEPARTMENT—CITY HALL,

Baltimore, December 31, 1882.

To the Honorable the Mayor and the
First and Second Branches of the City Council:

GENTLEMEN:

The following report is respectfully submitted of judicial decisions within the year, and of cases now pending in the courts affecting the rights and interests of the city.

CASES DECIDED BY THE COURT OF APPEALS.

The two cases referred to in my last report as then pending in the Court of Appeals, have since been disposed of.

In the case of *Gould, trustee, vs. The Mayor and City Council*, the claim of the city to have an assessment for paving Hanover street, which was more than four years overdue, paid out of certain funds in the hands of the trustee, was sustained, and the defense of limitations relied upon by the trustee overruled. In consequence of this decision, several thousand dollars were paid to the Register on account of said claim. Other funds belonging to the same trust estate subsequently coming into the hands of the trustee for dis-

tribution, a further order was passed by the Circuit Court, allowing the city the balance of its claim out of said funds. An appeal from this order was taken by the trustee, upon the ground that in the previous case the funds out of which the city's claim was allowed were the proceeds of the particular property on Hanover street, which had been assessed for paving, while in the present case the funds were the proceeds of sales of other property on other streets. The case has been argued before the Court of Appeals, but has not yet been decided.

The other case referred to is that of the *Commissioners of Howard County vs. The Mayor and City Council.* This suit and a similar one between the Commissioners of Howard county and the Commissioners of Allegany county, both of which were tried at the same term, involved the question of the liability of the city (or county) in which a removed civil case originated, for the cost of meals furnished to the jurors who tried the case, and paid for by the county in which the case was tried. The liability of Allegany county in the one case, and of this city in the other, was affirmed by the Court.

In addition to the foregoing, two other cases, which were carried up on appeal since my last report, have been argued and decided within the year. In the suit of *Thomas P. Morgan vs. The Mayor and City Council*, to recover for an alleged breach of contract on the part of the Water Board in stopping the plaintiff's dredging operations at Lake Roland under a contract with the Board, and for extra compensation for work done in connection with said operations, the decision of the City Court in favor of the Mayor and City Council upon both points was affirmed by the Court of Appeals.

In the case of *The Mayor and City Council vs. The Warren Manufacturing Company*, the Court of Appeals sustained the right of the city to proceed by bill for an injunction against said company for polluting the Gunpowder river and the city's water supply. Negotiations are pending for an abatement of the nuisance and a settlement of the case.

CASES NOW PENDING IN THE COURT OF APPEALS.

Upon the docket of the present (October) term of the Court of Appeals there are seven cases to which the city is a party, of which five have been argued.

In the mandamus case of *O'Neill vs. The Board of Fire Commisssioners*, a petition was filed by O'Neill, who had been dismissed by the Board for "disrespect to his superior officer," for a writ of mandamus to compel the Board to reinstate him in his position as foreman of Engine Company No. 13, and to pay him his salary. The petition for a mandamus was refused by Judge Brown, and an appeal taken by O'Neill. The case has been argued in the Appellate Court, but not yet decided.

Without reference to what the final decision may be or to the merits of this particular case, I would respectfully call the attention of the City Council to the section of the City Code under which the case has arisen—(section 5 of article XX, title "Fire," Code, page 286). It will be observed that said section makes the Fire Department consist of only seven engine companies and two hook and ladder companies, instead of the proper number of each. The section should be amended in this particular so as to accord with the facts, and at the same time its phraseology in regard to

the authority of the Board might be advantageously improved so as to avoid similar controversies hereafter.

In the case of *Vansant, Comptroller, vs. The Harlem Stage Company*, an appeal was taken on the part of the city from an order of Judge Brown granting a mandamus, requiring the Comptroller to issue licenses to the stage company at the old rates prescribed by section 32 of article VIII of the City Code of 1879, title "Carriages, &c.," and denying the city's right to exact the license fees imposed by ordinance No. 49, approved April 28, 1882, repealing and amending said section. This case also has been argued, but not decided.

The case of *Henderson vs. Taylor, City Collector, &c.*, is an application for a mandamus on the part of certain parties who claim to have paid assessments for benefits for opening Eden street, in accordance with the provisions of section 17, article XLVII, of the City Code, (page 1005,) and who have requested the Collector to institute proceedings to recover the money from the parties whose assessments they paid. The Collector, being advised that it was doubtful whether he could safely act under the ordinance in question, refused to take such proceedings unless protected by an order of Court; hence the application for a mandamus. The question has been argued, but not decided. The validity of the ordinance and the city's right to transfer its lien for benefits, as therein provided, is one of the questions involved.

Glenn's appeal, which was an appeal from the rulings of the City Court in the matter of opening John street, sustaining the city's claim to a dedication of a portion of the bed of said street, was, on motion, dismissed by the Court

of Appeals on account of delay in the transmission of the Record.

Gould's appeal has already been explained in connection with the case of the same parties (*Gould, trustee, vs. The Mayor and City Council*) heard and decided at the last term of Court.

The only cases at the present term yet to be argued are those of *Reddington vs. The Mayor and City Council et al.* and of *Sinclair vs. The Mayor and City Council.*

In the former case, the controversy is between different parties claiming certain funds in the hands of the Register, being an unpaid balance due to a former contractor for work on Lake Montebello.

Sinclair's appeal, which is referred to in my last report, presents the question of the city's liability for an accident happening after nightfall, by driving against a pile of builder's debris left in one of the public streets.

CASES DECIDED IN THE OTHER COURTS.

In the Court of Common Pleas, the mandamus cases, already referred to, of *O'Neill vs. The Fire Commissioners*, *The Harlem Stage Company vs. The Comptroller*, and *Henderson vs. The Collector*, were instituted, tried and decided within the year, and carried on appeal to the Court of Appeals, where, as stated, they have been argued and are now held under consideration by the Court.

In my last annual report reference was made to decisions of the Court of Appeals in two cases, which were in consequence remanded to the Courts in which they had been tried, for further proceedings.

In *Gregg's appeal*, the court sustained the claim of the appellants, owners of the Maryland tannery, on Centre street and Jones' Falls, to be indemnified for any injury proved to have been done to said property by changing the grade of Centre street, so as to conform to the altered height of the bridge and retaining walls of the Falls. This decision applied also to a suit of John McClernand for damages to his property on Centre street, on the east side of the Falls, by the same improvement. In the latter case, the question of damages, being the only question involved, was referred to arbitration, and the arbitrators, Messrs. Walter B. Brooks, E. Glenn Perine and William T. Markland, made an award in McClernand's favor, which has since been paid. The case of the Messrs. Gregg has not been disposed of, but arrangements have been made to try it at the ensuing January term, before Judge Brown.

In *Bernei's case*, which is the other case alluded to as having been remanded by the Court of Appeals, judgment was entered in the City Court in accordance with the decision of the appellate tribunal in Bernei's favor for the amount of assessments paid by him on lots purchased at the Street Commissioners' sale of ground not required for the bed of Wilkens avenue, to which the Court of Appeals decided that the city's title, acquired by surrender from the owners, was defective.

In the City Court, in the case of *Clarke vs. The Mayor and City Council*, a verdict for $250 was rendered against the city for injury to the plaintiff's horse, caused by the caving in of a portion of the bed of Lexington street, near Eutaw, where an old pump well, after the removal of the pump

stock, had been suffered to be covered and paved over without being filled up.

In the same Court, a magistrate's judgment for $98 in the case of *Burke vs. The Mayor and City Council*, for injury to the plaintiff's horse, caused by falling into a hole in the bed of Greenmount avenue, near the cemetery gate, was on appeal affirmed.

In the suit of *Levi Z. Condon against The Mayor and City Council*, the late Health Commissioner, Dr. Steuart, and one of his subordinates, and certain police officers, who were sued jointly for malicious prosecution, on account of Mr. Condon's arrest by the police to answer a complaint of the health officer for not paving an alley to abate a nuisance, the City Court held that the plaintiff was not entitled to recover. A *non pros.* was thereupon taken by the plaintiff, and the suit has since been renewed against the same parties in the Court of Common Pleas, where it is now pending.

In the same Court, in the suit of *Buchta vs. The Mayor and City Council*, to recover damages for alleged negligence on the part of the health officers in improperly causing the removal of a member of the plaintiff's family to the small-pox hospital, in consequence of which he took the disease, upon demurrer it was decided by the Court that the city was not liable.

In the same Court, Annetta Warden recovered $1,000 damages for falling and breaking her leg on Front street near Hillen, in consequence, as alleged, of a defect in the sidewalk, caused by the removal of a flagstone.

In the same Court, in the suit of *Johnson vs. The Mayor and City Council*, for personal injuries, caused by falling on

the sidewalk on Lexington street near Mount, in consequence, as alleged, of said sidewalk have been negligently suffered by the city to remain covered with ice and snow, it was decided by the Court upon demurrer, that the city was not liable.

CASES NOW PENDING IN THE COURTS.

The following is a list of the cases now pending in the several Courts, in which the city is an interested party:

In the Court of Appeals, as already stated, there are two cases: *Reddington vs. The Mayor and City Council, and Sinclair vs. The Mayor and City Council.*

In the Court of Common Pleas, beside the cases already referred to, of the Messrs. Gregg and Levi Z. Condon, there is a case of *Konig vs. The Mayor and City Council*, for malicious prosecution, growing out of the same state of facts as Condon's case.

The city has also in the same Court a suit against Charles J. Bonaparte, executor of Elizabeth Patterson, for unpaid taxes on certain securities owned by Mrs. Patterson, but which it was claimed by her representative were not properly subject to taxation in this State. The State of Maryland has a similar suit pending for State taxes. The Supreme Court of the United States having since decided that said securities (bonds of other States, and cities and counties in other States,) are taxable in this State, it is expected that an arrangement will be made for an early disposition of these cases and a submission of any legal points involved, not covered by the decision of the Supreme Court, to the Court of Appeals.

There is also pending in the same Court the suits recently instituted, of *Parker vs. The Mayor and City Council*, for personal injuries caused by falling, as alleged, upon a defective footway in Goodman alley, and of *Carrer vs. The Mayor and City Council*, for alleged injury done to the plaintiff's property, resulting from an overflow from a well or sink on premises adjoining and belonging to the city.

In the City Court there are now pending the following suits, namely: *Kenney vs. The Mayor and City Council* and *Madden vs. the same*, for injury to the plaintiffs' premises on East Eager street, near Hillman, caused, as alleged, by the want of a proper sewer to carry off the rainfall on said streets. These cases have been continued for several terms by the plaintiffs' counsel, pending an application to the City Council for relief by the construction of a sewer.

In the same Court is a suit of *Crummer vs. The Mayor and City Council*, for injury to the plaintiff's premises on Eden street, caused, as alleged, by negligence of the contractors employed in the erection of a public school-house adjoining said premises. The Messrs. Walsh, the contractors, and their employees are sued jointly with the city.

The suits of *Swindell vs. The Mayor and City Council* and *Schorr vs. The Mayor and City Council*, are for injuries to property occasioned, as alleged, by the unlawful and unskillful grading and cutting down of the bed of Covington street. A joint resolution has been passed by the City Council at its present session, referring these cases to the Mayor, Comptroller and Inspector of Buildings, for settlement.

In the same Court there are a number of cases, some twenty in all, instituted against the Mayor and City Council of Baltimore by persons whose licenses to clean sinks have been revoked by the Comptroller upon the written complaint and request of the Health Commissioner, as provided in sections 75 and 76 of article XXIII of the City Code, title "Health," page 407.

The Harlem Stage Company has a suit in the same Court to recover damages from the city for alleged injury to its omnibuses, &c., in consequence of the bad state of repair of the city streets over which they run. A demurrer has been filed in behalf of the city.

In the Circuit Court of Baltimore City there are several cases of importance pending.

In the case of *Long vs. The Mayor and City Council and others*, the city is only one of a large number of defendants in a suit brought to establish the complainant's title to an extensive tract of land in the northwestern section of the city, the city's interest being confined to the title which it has acquired by condemnation or dedication in the beds of the several streets within the limits of said tract.

In the Ketchum case, mentioned in previous reports, a settlement has been made, as authorized by resolution of the last Council, with the Savings Bank of Baltimore, on account of the $7,000 certificate of city stock held by the bank. There only remains for adjudication the claim of the Metropolitan Savings Bank of Baltimore, which is disputed by the city.

There is also a suit of *Hughes vs. The Mayor and City Council*, growing out of a transfer of city stock, made some

years ago in good faith, but, as alleged, without proper authority.

The bills filed in behalf of the Boyd and Kennedy estates and others, property holders on North avenue, to restrain the city from enforcing payment of assessments for grading and paving said avenue, between Greenmount and Belair avenues, are still pending. In these cases no injunctions have actually been issued. Answers have been filed in behalf of the city, putting the complainants upon proof of their case, and unless the cases are proceeded with by the complainants, it will be the duty of the City Collector to enforce the collection of the assessments without further delay.

In the case of *Rogers vs. The Mayor and City Council*, an injunction has been granted, restraining the collection of an assessment upon the complainant's property, for grading and paving Oliver street.

In the cases of *The Maryland Bible Society vs. The Mayor and City Council* and of *The College of Physicians and Surgeons vs. the same*, preliminary injunctions have been granted by the Court, restraining the sale of the complainant's property for unpaid taxes. In both cases an exemption from taxation is claimed under the general revenue law of the State. Being satisfied, upon examination, in the case of the College of Physicians and Surgeons, that this claim was well founded, I have taken no steps to dissolve the injunction. In the case of the Bible Society, it appearing that the society is in the receipt of revenue from so much of the property assessed for taxes (the Bible House on North Charles street) as it does not use and occupy for its own purposes, an answer has been filed on behalf of the city, for

the purpose of having the extent of the society's exemption judicially determined.

In the case of *Rererdy Johnson and others vs. The Mayor and City Council*, an injunction was granted to restrain the collection of assessments for grading and paving Covington street under ordinance No. 77, approved April 30, 1880. Several grounds are presented by the complainants in their bill, one of which is that the ordinance in question is fatally defective in making no provision whatever for any assessment for the cost of such grading, paving, &c., upon the property-holders. Another point relied upon is, that there never was any lawful establishment of the grade of the street prior to the execution of the work. A bill for an injunction has also been filed by Messrs. John W. and Robert C. Hall to restrain the city from opening John street through the coal yard and premises of the complainants, situated at the intersection of Wolfe street with John. The complainants aver that having been awarded substantial damages for their said property in the proceedings to open Wolfe street, they took no appeal from the award of the Commissioners giving them nominal damages only for the taking of the same property for the bed of John street; and that the ordinance for opening Wolfe street having since been repealed and all proceedings thereunder abandoned, the opening of John street under existing circumstances will involve the taking of their property without any compensation whatever.

CASES IN THE CIRCUIT COURT FOR BALTIMORE COUNTY.

In the Circuit Court for Baltimore County there is pending the suit of *Ireton vs. The Mayor and City Council*, for damages for draining the plaintiff's spring and well.

In the same Court a bill has been filed within the year for the partition of the property situated in Druid Hill Park, owned by the city as tenant in common, with N. Carroll Spence and the heirs of George Presstman. A commission having been issued to make partition between the parties according to their respective interests, a return has been made by the commissioners setting forth that the pump-house and other valuable improvements constructed by the Water Board, are located within the lines of the property so owned in common and subject to partition. The commissioners have accordingly included the city's improvements in their valuation of said property for the purposes of partition. Exceptions have been filed to this return on behalf of the city upon various grounds. From surveys which have been made by direction of the Water Board, it is believed that the location of the land in question made by the commissioners is erroneous; while the right of the city's co-tenants to participate in the value of the improvements erected by the city's agents in good faith and in ignorance that the title to the land upon which they were placed was not exclusively in the city, will be contested as matter of law.

CASES IN THE SUPERIOR COURT.

In addition to the cases in the several Courts in which the city is represented by the City Solicitor, the following cases are reported by the City Counsellor as pending in the Superior Court of Baltimore City, namely: suits of *Hugh Sisson, Receiver, &c., vs. The Mayor and City Council*, relating to contractors' claims for work on the Gunpowder Permanent Supply; of *William Coakley*, for injury to his horses and hack, occasioned by driving into a trench alleged to have

been improperly left open by employees of the Water Department; and the suits recently instituted by the city against the People's Passenger Railway Company and the Monumental City Railway Company, for money due on account of the "park tax."

No city case has been tried in this Court during the year, but the suit of *J. Parkhurst & Co. vs the Mayor and City Council*, for damages occasioned by suffering the water supply of the plaintiff's oil refinery to be diverted or cut off, has been compromised and settled.

Very respectfully,

THOMAS W. HALL,
City Solicitor.

ANNUAL REPORT

OF THE

JUDGES OF THE APPEAL TAX COURT

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882

REPORT.

APPEAL TAX COURT,

BALTIMORE, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

We herewith report the result of our work for the year 1882.

Tabular statement A shows the taxable basis charged to the City Collector from the years 1878 to 1882, inclusive, with the assessments added to each, and the collections and abatements made on each.

Tabular statement B exhibits by wards, the number of building permits issued during the year.

Tabular statement C, the Assessor's report, shows the number of new buildings and additional improvements assessed; the wards in which they are severally located, and the detailed and aggregate valuations of the same.

Following these tables will be found the reports respectively of the Assessors for real estate and the bailiffs.

TABLE A.

Statement of property for each year that stand charged to the City Collector December 31, 1882.

1878.	Real.	Personal.
Amount of assessment unpaid January 1, 1882	$394,881	$1,539,683
Amount of new assessment	3,938	.....
Amount of refunds to December 31, 1882	6,600	.....
Amount of assessment of real (assessed as personal)	395,400	.....
	$800,819	$1,539,683
Amount of abatements	$ 311	$681,387
Amount collected upon	770,169	412,681
Amount having been assessed as real	.....	395,400
Amount remaining uncollected (closed by limitation)	30,339	50,215
	$800,819	$1,539,683
1879.		
Amount of assessment unpaid January 1, 1882	$11,714,504	$5,600,402
Amount of new assessment	2,120	.....
Amount of refunds to December 31, 1882	6,260	.....
Amount of assessment of real (assessed as personal)	493,600	.....
	$12,216,486	$5,600,402

	Real.	Personal.
Amount of abatements	$31,019	$3,142,082
Amount collected upon	11,785,738	973,286
Amount having been assessed as real		493,600
Amount remaining uncollected.	399,729	991,434
	$12,216,486	$5,600,402
1880		
Amount of assessment unpaid January 1, 1882	$19,084,469	$6,416,088
Amount of refunds to December 31, 1882	28,562	
	$19,113,031	$6,416,088
Amount of abatements	$37,101	$2,740,237
Amount collected upon	8,485,823	937,960
Amount remaining uncollected.	10,590,107	2,737,891
	$19,113,031	$6,416,088
1881.		
Amount of assessment unpaid January 1, 1882	$49,078,459	$13,250,090
Amount of new assessment	3,200	14,370
Refunds	160,662	
	$49,242,321	$13,264,460
Amount of abatements	$502,781	$3,380,157
" collected upon	30,390,554	5,467,732
" of plant exempt		492,217
" remaining uncollected.	18,348,986	3,924,354
	$49,242,321	$13,264,460

1882.	Real.	Personal.
March 1. Amount of assessment remaining as part of assessment of 1881	$185,073,407	$39,052,063
Amount of new assessment, less abatements on appeals	3,170,321	1,121,993
Amount of new assessments	190,156	459,767
Amount of new assessments, incorporated companies		20,838,943
	$188,433,884	$61,472,766
Amount of abatements	$797,433	$2,875,161
" collected upon	131,568,095	48,005,920
" remaining uncollected.	56,068,356	10,591,685
	$188,433,884	$61,472,766

RECAPITULATION.

Amount for different years charged to City Collector January 1, 1883.

1879, real	$399,729	
" personal	991,434	
		$1,391,163
1880, real	$10,590,107	
" personal	2,737,891	
		13,327,998
1881, real	$18,348,986	
" personal	3,924,354	
		22,273,340
1882, real	$56,068,356	
" personal	10,591,685	
		66,660,041
		$103,652,542

TABLE B.

The number of permits issued from January 1, 1882, to December 31, 1882, for new buildings and improvements, was twenty-three hundred (2,300), and apportioned among the several wards, as follows:

Wards.	New Improvements.	Additional Improvements.	Total.
1	213	71	284
2	24	36	60
3	5	31	36
4	16	19	35
5	11	27	38
6	30	33	63
7	104	40	144
8	90	13	103
9	20	27	47
10	22	26	48
11	11	34	45
12	120	21	141
13	9	11	20
14	11	25	36
15	21	32	53
16	35	40	75
17	217	35	252
18	67	49	116
19	559	40	599
20	75	30	105
	1660	640	2300

TABLE C.

Assessor's Report.

Baltimore, January 1, 1883.

To the Honorable the Judges
of the Appeal Tax Court of Baltimore City:

I submit to your consideration a report of the new and additional improvements, as assessed by me, in Baltimore city, with the cash value thereof, commencing January 1, 1882, and ending December 31, 1882, apportioned in the several wards, as follows:

Wards.	New Improvements.	Additional Improvements.	Cash Value.
1	6	169	$223,630
2	34	21	57,600
3	7	30	19,225
4	15	26	39,225
5	16	22	44,675
6	22	29	42,150
7	71	18	57,275
8	113	13	198,350
9	29	20	496,725
10	23	20	168,445
11	36	25	211,550
12	87	10	479,775
13	5	6	15,100
14	12	15	27,425
15	25	40	54,125
16	33	26	52,750
17	58	31	342,145
18	168	48	112,375
19	246	15	452,600
20	43	21	56,925
	1049	605	$3,152,070

Very respectfully,

MICHAEL ROCHE, *Assessor.*

BALTIMORE, January 1, 1883.

To the Honorable Judges
of the Appeal Tax Court:

GENTLEMEN:

The undersigned, assessors, have the honor to submit for your consideration their report of re-assessment of property during the year 1882.

For abatements allowed on petitions of owners claiming to be over-assessed, see tabular statement annexed:

Wards.	No. of Appeals.	Appeals Granted.	Appeals Dismissed.	Am't Abated.
1	18	17	1	$4,300
2	25	20	5	10,625
3	12	11	1	3,450
4	25	20	5	8,914
5	39	33	6	13,977
6	59	45	14	13,558
7	41	36	5	5,349
8	27	19	8	8,300
9	107	91	16	115,225
10	35	34	1	34,569
11	61	54	7	66,211
12	81	56	25	50,812
13	65	49	16	28,600
14	38	34	4	28,882
15	95	79	16	109,099
16	21	18	3	8,100
17	21	18	3	4,000
18	28	21	7	8,335
19	176	141	35	58,150
20	47	44	3	22,500
	1021	840	181	$602,956

Upon the commencement of our duties March 1, 1882, we examined such property as we believed to have increased in value since the last general assessment, and after complying with the equitable rule adopted by your honorable Court, of affording all parties interested a full opportunity to be heard, returned increases to the amount of $253,515, and of certain corporations not hitherto assessed $453,595, a total of $707,110, all of which was added to the basis of 1882.

During the past summer we examined and platted considerable property which in our judgment had materially increased in value, the hearing of which by your honorable Court has been delayed by our examination of the appeals for abatements. We hope, however, to have a large portion of this re-assessment entered upon the books in time to be added to the basis for 1883.

Respectfully submitted,

WM. W. ORNDORFF,
JAS. S. MORROW,
Assessors.

JAS. F. DEALE, *Clerk.*

TAX DEPARTMENT, CITY COLLECTOR'S OFFICE—CITY HALL.

Baltimore, January 1, 1883.

To the Honorable Judges of the
Appeal Tax Court for Baltimore City:

GENTLEMEN:

The undersigned reports the Bailiff's Department as having made assessments of personal property to March 1, 1882, of the following amount: One million three hundred and fourteen thousand five hundred and fifty-two dollars, ($1,314,552.)

Respectfully submitted,

MICHAEL P. CAUGHY, *Bailiff.*

REFUNDS.

From January 1, 1882, to December 31, 1882, there have been one hundred (100) orders for refunding of taxes, given generally to parties who have paid in error, either as double payments or on wrong property.

TRANSFERS.

From January 1, 1882, to December 31, 1882, there have been four thousand three hundred and thirteen (4,313) transfers of property.

PLANT.

The amount of applications and abatements for plant to date, aggregate a total of $574,867.

By Resolution No. 88, of your Honorable Body, of March 16, 1881, a commission was appointed "to examine and report upon the present system of assessments, and of collecting taxes in this city."

By Resolution No. 10, approved 4th December, 1881, the said commission was continued. Inasmuch, therefore, as the whole subject of an improved system of taxation is now under consideration, we deem it inexpedient to submit any suggestions on the subject.

The purpose to be obtained by the exercise of the taxing power is "that a *common burden* shall be sustained by *common contributions*, regulated by some fixed general rule, and apportioned by the law, according to some uniform ratio of equality."

Tax laws, in their operation, should be equal, uniform and universal, and if the labors of your commission should report a system combining these features, we doubt not it will be received with satisfaction by the taxpayers.

Respectfully submitted,

H. CLAY DALLAM,
O. P. PRICE,
J. LATIMER HOFFMAN,
Judges of Appeal Tax Court.

H. P. MOWINCKEL, *Chief Clerk.*
M. H. DOYLE, *Assistant Clerk.*

ANNUAL REPORT

OF THE

INSPECTOR OF GAS & ILLUMINATING OILS

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

OFFICE OF INSPECTOR OF GAS AND ILLUMINATING OILS,

Baltimore, January 5, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

The following report of the work of this office during the year ending December 31st, 1882, is respectfully submitted.

The record of accidents caused by illuminating oil and gasoline differs numerically but little from that of the year before. As reported in the daily papers, these accidents have been generally noted as coal oil lamp explosions. But a careful investigation of all that were brought to notice at the time they occurred, has developed the interesting fact that a very small proportion only have been due to that cause.

In the table appended, marked A, the character of the several accidents are enumerated, as far as they could be ascertained. In all the cases of lamp explosions that were brought to notice, the oil in use was found to be fully up to or above the standard, leaving the cause of the accident still a mystery. But the fact

that it is only the partly filled lamp that bursts, points to the necessity for having lamps properly filled before they are lighted. Why only some and not all partly filled lamps explode, when the oil in all is reasonably safe, is a question that cannot now be answered. Time and careful observation may decide it in the future. In April, a half filled lamp exploded, without apparent cause, at 154 Lee street; the oil in use tested flashing point 128° Far.; density, 49 Beaume. In June, a partly filled lamp exploded at 88 Greenmount avenue; that oil tested flashing point 135°; density, 47°. A few days afterwards, a lamp, partly filled, exploded some five minutes after it was lighted, at 227 Lemmon alley; flashing point of oil 125°; density, 47°. Had these lamps been properly filled before lighting them, the accidents probably would not have happened. Whether exposure in a draught of air contributed to the catastrophe in these cases could not be determined. The usual open doors and windows at that season renders this not unlikely. The accidents noted as due to causes unknown, include those that occurred in the absence of all witnesses, or under circumstances that leave the question of an explosion in doubt. Happily none of all the accidents connected with the use of illuminating oil resulted in serious injury to persons, while the injury to property was trifling. The usual accidents with gasoline find a place in the table. The three cases of serious injury to person, and subsequent death of one, was caused by the accidental kindling of benzine, carelessly heated on a stove.

The improvement in the character of the oil offered for sale, as noted last year, still continues. There has

been no occasion to condemn a single sample during the year; all samples collected were found fully up to or above the standard, and one may reasonably hope that with constant watchfulness this protecting influence of the ordinance will be continued. In the table appended, marked B, will be found a detail of the number of samples tested.

The character of the gas supply for the past year has been satisfactory to qualitative tests, in regard to its purity, and it is believed to have been equally satisfactory in regard to its illuminating power. While this has been uniformly above the standard, it has not been possible, with the defective photometer apparatus at command, to determine, by observation at any time, the exact candle power. Early in the year, the photometer room was supplied with gas, for the first time, from the works of the Consolidated Company at Canton, and from the works of the Equitable Company, and since then, both have been included in the reports of the Inspector. As the two establishments of the Consolidated Company, the one at Canton and the other at the foot of Howard street, supply gas a little different in illuminating power, the average of the two has been given.

In conclusion, the undersigned begs leave to present for the consideration of the Honorable City Council, the present condition of the photometer apparatus belonging to city. This has been noted in these reports for many years past, as worn out by long continuous use during some twenty years, and every year becoming less and less serviceable. As a consequence, the obser-

vations reported weekly during the year, and embodied in the appended table marked C, cannot claim to be more than approximate, depending for accuracy on the judgment and experience of the observer. The obvious and only remedy for this difficulty will be to substitute new and efficient instruments for those that have become useless.

Respectfully, &c.,

WILLIAM E. A. AIKEN,
Inspector of Gas and Illuminating Oils.

TABLES.

TABLE A.

Showing the number of accidents from Coal Oil and Gasoline, with the number of persons burned, and of those who died during the years 1881 and 1882.

	1881.	1882.
Total accidents	19	23
Lamp explosions	5	3
Lamp upset	3	1
Gasoline lamp explosions	6	5
Coal oil on stove	1	1
Benzine on stove	...	2
Flame of burning lamp	...	2
Flame of candle	...	1
Doubtful	3	8
Oil in lamp ignited	1	...
Number of persons burned	3	3
Number who died	2	1

TABLE B.

Showing the number of samples of coal oil tested during each quarter of the years 1881 and 1882 None reported below the standard.

	1881.	1882.
January, February, March	1248	1360
April, May, June	1482	1460
July, August, September	1484	1640
October, November, December	1514	1460
Total	5728	5920

TABLE C.

Showing the average illuminating power of the gas supply of the city of Baltimore, for the year ending December 31, 1882.

	Consolidated.	Equitable.
January	20 candle power.	
February	20.25 "	
March	19.75 "	19 candle power.
April	19 "	18 "
May	18.62 "	19.25 "
June	18.75 "	18.50 "
July	18.60 "	19 "
August	18 "	18.25 "
September	18.60 "	18.80 "
October	19.75 "	19 "
November	19 "	19 "
December	19 "	19.75 "
Average	18.93 candles.	18.85 candles.

The photometer used is an 100-inch scale, with Bunsen disc and Sugg London Argand burner, letter F—the gas burning at the rate of 5 cubic feet per hour, with standard sperm candles calculated to the rate of 120 grains of sperm per hour.

ANNUAL REPORT

OF THE

HARBOR BOARD,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882

Harbor Board of Baltimore, 1883.

HON. WM. PINKNEY WHYTE, Mayor,
President Ex-officio.

JAMES S. WOODSIDE, Secretary.

JOHN W. McCOY,
WM. H. SKINNER, } Executive Committee.

ALEXANDER JONES,

ROBERT T. BALDWIN,

JAMES BOND,

N. H. HUTTON, Engineer.

J. H. IRVIN, Jr., Clerk.

REPORT.

OFFICE OF THE HARBOR BOARD,

Baltimore, January 2, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

The Harbor Board respectfully reports that the work done by it in 1882 is less than that of any previous year, and it further reports that, in its judgment, the year 1883 will require a largely increased excavation, unless this city proposes to pay no attention to a prompt connection with the bold waterways which the United States government, for the benefit of Baltimore, is steadily pushing from the deep water of the Chesapeake to our harbor mouth.

For valid reasons specified in our Engineer's report, the excavation of 1882 has amounted to only 177,581 cubic yards, including an excavation of 3,625 cubic yards at Little Hawkins' Point. The results of this have been almost solely the repair of channels and re-excavation of the general harbor bottom, where the city drainage and the constant deposit of Jones' Falls has covered the harbor bottom with a deposit of from one to three feet in thickness.

There were thus excavated:

From the main harbor and channels. ..	33,679	cub. yds.
" back basin, (City dock).....	39,667	"
" docks.....	10,173½	"
" Middle Branch.....	90,436½	"
	173,956	"

This excavation cost for dredging, for supervision and for all administrative and office costs..... $39,169 72
The tug, watchmen, &c., cost for the year..... 7,704 12

Making total costs for 1882..... $46,873 84

As the appropriation for this work was $67,836.61, this Board turns over to the city an unexpended balance in this department of $20,962.77.

WHARVES.

The new bulkhead around back basin (City dock) has reached 375 feet in length by 2 feet in height of stone masonry above the piling, and there has been paid on this account $3,749.69.

In July and August last, two large sections of the old wall on Long dock fell in; this required instant attention, and the rebuilding was made at a cost of $2,488.49.

Several minor wharf repairs are specified in the Engineer's report.

QUARANTINE WHARF.

Under an appropriation of $4,000 a contract was made, with Mr. John B. Ely, who has completed, under great

difficulties, a wharf at Little Hawkins' Point (quarantine station) 30 feet broad by 100 feet in length, and a causeway 250 feet long by 18 feet wide, thoroughly riprapped to protect it from gales and tides; they cost, all told, (including dredging 3,625 cubic yards,) $3,968.68.

CONTROL OF WHARF BUILDING.

This Board would again respectfully urge the city authorities to give to some committee or person the power to act on application for new wharves or wharf extension, at the time that the Council is not in session; and we would also urge upon the Council that such persons as receive from it permits for new wharves should be required to notify this Board before the commencement of such building; that the proper supervision of this work, which the law places in this Board, should be applied.

The city owns at Little Hawkins' Point, valuable shore property, which, for lack of protection, is steadily running into the river.

It is a fact that at least *one-sixth of it is already under water.*

There should be, here, a stone retaining wall, and this Board respectfully asks for 1883 an appropriation of ten thousand dollars for this purpose.

There, and at the old sea wall, could then be found dumping grounds for a vast mass of excavated material which could be placed behind the bulkhead at so low a cost as to diminish very materily the present price of

dredging, when the material has to be conveyed many miles away.

Now that we must arrange to meet and make use of the deep channels made by the United States government, large excavation is absolutely necessary; ordinary shore dumping grounds cannot be had; and the city's present property (if guarded by a proper retaining shore-wall) would suffice until our excavation is completed; and would make and keep valuable land, when the present land owned by the city is rapidly running to waste with every tide.

THE UNITED STATES GOVERNMENT'S PRESENT WORK.

Under the direction of that faithful officer, Col. Wm. P. Craighill, (always loyal to the interests of this State and city,) the United States government has now, in January, 1882, *already* made many miles of 27-feet deep channel, from the deep water of the bay toward our harbor mouth. By the end of 1883 the government will have completed channels of 27 feet depth and 200 feet width, up to Fort McHenry.

Another year will, doubtless, under Col. Craighill's intelligent advocacy and his energetic practice, widen still more these invaluable waterways to our city.

It is manifest, in the judgment of this Board, that the proper thing would be for this city to have 27-feet deep channels from our leading points of shipment, completed by the end of 1883, to meet and avail of those to be then completed by the general government.

To increase the depth of such of our 24-feet deep channels as are necessary to be deepened to 27 feet,

and to make this depth for 200 feet in breadth, (as will be the government channels at the end of the year,) together with other necessary work, will require the excavation of at least 400,000 cubic yards, for which will be required—

The unexpended balance of 1882.....	$20,962 77
And new appropriation of.....	59,037 23
Making a total on account of harbor for 1883, of.	$80,000 00

To complete the new wall in the back basin will require—

The unexpended balance of 1882.	$6,250 31
And a new appropriation of..	3,000 00
Making total on this account for 1883.....	$9,250 31

For general wharf repairs will require for 1883 $4,000.

For iceboat will require for 1883, $12,000.

For retaining wall at Little Hawkins' Point, will require for 1883, $10,000.

If the city government should restrict for 1883 the deepening of our channels to a breadth of 100 feet, (instead of 200 feet, as this Board recommends,) the appropriation for harbor account may be $30,000 less, (or $50,000.)

The general wharf law of the city needs attention.

At present it allows *new* wharves to be built of wood, while it requires old wharves to be repaired with stone.

This is an anomaly that will not bear debate.

ICEBOAT LATROBE.

The iceboat Latrobe will need, in 1883, a thorough overhauling, and painting outside and inside to preserve the perishable parts; to prevent rapid decay; to preserve her competency for heavy winter work when needed, and for the large amount of summer excursion work which the city has hitherto required the Latrobe to do.

All of which is respectfully submitted,

JOHN W. McCOY,
WM. H. SKINNER,
Committee.

Approved by order of the Board:

JAMES S. WOODSIDE, *Secretary.*

Statement of Receipts and Disbursements of the Harbor Board of Baltimore, for the year ending December 31, 1882.

	HARBOR.		ICEBOAT.		REPAIRS OF WHARVES.		REPAIRS AT CITY DOCK (NEW WALL.)		WHARF AT LITTLE HAWKINS' POINT.	
Reappropriation of unexpended balance of 1881 to cover contract		$2,836 61								
Appropriations for work of 1882		65,000 00		$7,009 22		$3,000 00		$10,000 00		$4,000 00
Expenditures as follows:										
Contracts for dredging, repairs at City dock and wharf at Little Hawkins' Point	$29,895 93									
Repairs of wharves (done by Harbor Board					$1,694 92		$3,500 16		$3,506 23	
Salaries and wages	13,556 23		$4,855 24		1,272 23		227 50		432 25	
General supplies	592 89		629 48		14 69				16 25	
Fuel	555 30		360 00							
Repairs to tug and iceboat	639 93		1,123 86							
Advertising	40 60						22 03		13 95	
Miscellaneous	1,592 96									
Balance unexpended	20,962 77		40 64		18 16		6,250 31		31 32	
	$67,836 61	$67,836 61	$7,009 22	$7,009 22	$3,000 00	$3,000 00	$10,000 00	$10,000 00	$4,000 00	$4,000 00

Statement of Contracts Let and Work Done (Dredging, Repairs at City Dock, Wharf at Little Hawkins' Point and Repairs of Wharves,) during 1882, under Supervision of the Harbor Board.

BY WHOM DONE.	KIND OF WORK.	DATE OF CONTRACT	PRICES.	WORK DONE.
Daniel Constantine	Dredging.	June 15, 1882.	17 cts per cubic yard.	90,436½ cubic yards
" "	"	" "	" " "	33,679 "
" "	"	" "	" " "	39,667 "
" "	"	" "	22 " "	10,173½ "
" "	"	" "	17 " "	3,625 "
John B. Ely	Wharf at Little Hawkins' Point.	March 21, 1882.	$2,300.00.	Completed.
Andrew Brown	Repairs at City Dock, (new wall.)	May 19, 1882.	Per Schedule.	Unfinished.
Harbor Board	Pile-driving and timber work, (Long Dock.)		$1,094.11.	Completed.
" "	Masonry,(Long Dock.)		$539.42.	"
" "	Sundry small repairs to wharves.		$61.39.	"
" "	Breakwater and protecting causeway, (Little Hawkins' Point wharf.)		$589.98.	"

LOCATION OF DREDGING.	APPROXIMATE AREA DREDGED.	DEPTH OF WATER OBTAINED.
Middle Branch	525,000 square feet.	12 to 15 feet.
Harbor and Channels generally	600,000 " "	19 to 22 "
Back Basin	170,000 " "	12 to 16 "
Docks	30,000 " "	12 to 16 "
Channel to Little Hawkins' Point wharf	80,000 " "	12 "

SUMMARY OF RESULTS.

YEAR.	AREA DREDGED.	AVERAGE DEPTH OF CUTTING.	TOTAL EXCAVATION.
1882	1,405,000 square ft.	$3\frac{4}{10}$ feet.	177,581 cubic yds.
Total December 31, 1881	16,448,700 "	$6\frac{18}{100}$ "	3,768,847 "
Total December 31, 1882	17,853,700 "	6 "	3,946,428 "

ENGINEER'S REPORT.

REPORT.

ENGINEER'S OFFICE, January 2, 1883.

To the President and Members
of the Harbor Board of Baltimore:

GENTLEMEN:

I have the honor to submit the following "report of operations" during the year ending December 31, 1882:

Harbor.

The appropriation for harbor improvement during 1882 amounted to sixty-seven thousand eight hundred and thirty-six dollars and sixty-one cents ($67,836.61), which *included* an unexpended balance of $2,836.61 and the sum of eight thousand one hundred and two dollars and thirteen cents ($8,102.13) contributed by the State from proceeds of "auction duties."

Dredging bids.

After due advertisement, proposals for the dredging required during the year were opened on May 10th, as set forth in the following "abstract of bids:"

Abstract of bids

NAME OF BIDDER.	North side of Lower Harbor.	Middle Branch.	Dredged Channels and Harbor.	Back Basin and Docks.
N. Y. Steam Dredging Co..	.....	23 c	.....	23c
Daniel Constantine.....	.....	17 c	19 c	22c
Geo. C. Fobes & Co..... ..	30 c	32 c	27½c	.....
Morris & Cummings' Co.....	29½c	30½c	29 c	.....

Bids rejected.

As will be perceived, the bids would have averaged about 25 cents per cubic yard for all the dredging required—a price that was considered to be higher than was warranted either by the needs of the harbor or the circumstances of the case—and the bids were accordingly rejected.

Contract with D. Constantine.

Subsequently Mr. Constantine, (the lowest bidder,) on May 10th, accepted an offer from the Board to remove 200,000 cubic yards, more or less, at the rate of 22 cents per yard for all material removed from public or private docks, (except City dock or Back basin,) and 17 cents per yard for all other soft materialt to be removed from wherever directed.

Prices.

Mr. Constantine executed his contract on June 15th, and immediately commenced operations in the City dock (or Back basin.)

Efforts were made at various times during the year to secure a contractor for the removal

of an additional 100,000 cubic yards, but without success, owing mainly to the large amount of this kind of work offering in this vicinity, as well as to the difficulty of disposing of the dredged material after being excavated. Additional dredging.

Mr Constantine has continued operations under his contract during the whole year with from three to four dipper (or scoop) dredges.

He has excavated and removed from harbor and channels..... 33,679 c. yds.
From Back basin (City dock).... 39,667 "
From docks..... 10,173½ "
From Middle Branch ..... 90,436½ "

Amount of dredging.

Making a total of .....173,956 "

The results of this work include the maintainance of a depth of 12 feet (and over) in the Back basin, and in Jones' Falls as high up as Canton-avenue bridge; the removal, over an area of about 600,000 square feet, of the deposits from Jones' Falls, which had settled in the fairway of the harbor, opposite the mouth of that stream; the removal of sewer deposits from Mallory's and Fenhagen's docks; from docks on both sides of County wharf; from parts of Long dock, and from Light-street wharves, near Pratt and Lee streets. Results.

The depth of 19 feet was also restored along portions of the channel around the south side of the basin, between McMurray's wharf and the City Yard.

Results in Middle Branch.

In the Middle Branch (Spring Gardens) the channel, *above* the lateral branches to Ranstead's and gas-house wharves, was restored to 12 feet depth up to foot of Eutaw and Howard streets; *below* that point, (including the branches,) the depth was increased to 15 feet for a width of 75 feet, and this increased depth was extended down toward Light-street bridge until a natural depth of 14 feet was reached about opposite (south of) Hanover-street wharf.

For the areas covered by these works reference may be had to the tabular statements of work done, submitted herewith.

Depths of cutting.

The whole area worked over being approximately 146,000 *square* yards, and as the material dredged amounted to about 174,000 *cubic* yards, the average depth of cutting was about one and one-fifth yards or three and one-half feet.

Expenditures.

The gross expenditures on harbor account are set forth in the accompanying tabular statement. They amount (in round numbers) to $46,873, of which $7,700 was expended for maintenance, repair and general expenses of tug Baltimore, raising wrecks, &c.; the balance (in round numbers), $39,170, represents the cost of dredging, including all charges for supervision, surveys, and the general expenses of administration for this and all other departments of the Board's duties.

As stated in previous reports, the question as to the disposal of dredged material has been annually increasing in difficulty of solution, and it has now become the main factor in determining the cost of dredging in this vicinity. Dumping grounds, &c.

During the past season the Board was unable to authorize any deposit of dredged material *from large scows* at any point short of the bay, (from 15 to 17 miles distant;) and even for the smallest scows in use the only available place of deposit was, about, seven (7) miles from the city, and this resource is now nearly exhausted.

During the spring of last season, under instructions from the Board, I made a personal examination of the methods in use for disposing of dredged material about Boston, New York and Philadelphia, in the hope that some plan might be discovered which would enable us to make land here at a cost within reasonable limits. Examination of plans for "filling in" low land.

In New York, a system of wire-rope transportation of buckets is in use, which presents some ingenious arrangements of detail, but can hardly be developed economically to the larger power and capacity required here. Wire-rope.

In Boston and Philadelphia, as in fact everywhere through the North, the system in use for filling in low lands is that formerly tried here at the sea-wall—that is, by a railway Cars and tramways.

carrying dump-cars which are moved either by locomotives or stationary engines. The main disadvantage in this as in the "wire-rope" system lies in the necessity for redredging the material to place it in the cars, to say nothing of the cost of forming and maintaining a track capable of supporting the great weights imposed upon it.

Costs

Variations in the cost of executing work in this way of course are found, owing to the more or less skillful arrangement of the details and appliances. Those examined by me varied from 20 cents to 50 cents per cubic yard for the rehandling and depositing alone, (exclusive of the original cost of dredging)—prices which *may* be afforded in localities where the land when made can be sold for from $20,000 to $50,000 an acre, as is the case in the cities named, but which may be considered prohibitory in this vicinity.

Duckham's method.

The well-recogized drawbacks to this method have caused the trial of various other plans. Chief among them (in use in England) is Duckham's patent, where the material is placed in an air-tight barge, from which it is afterwards expelled by compressed air.

Bishop's meth'd

Another system, devised by Mr. F. A. Bishop, (the engineer to the State Harbor Commission of California,) has a water-tight barge or scow, and the contents are forced out, and inland, by means of water pressure, or in the mining

language of California, the chamber is "hydrauliced out."

This plan I believe to be superior to Mr. Duckham's, though they have a common disadvantage which appears of slight importance at first sight, but is, in practice, a serious drawback.

I refer to the necessity (as the scows must be air and water-tight, when emptied,) for discharging the contents of the dredge-bucket into a comparatively small opening, or hopper, which can be readily covered with an air or water-tight cap. Experience has shown that owing to the time lost in getting the bucket into position to discharge its contents, and in the shifting of cars or hoppers, a dredge discharging into these latter will not perform much more than one-half the work that can be done by a similar machine, in similar material, discharging into an ordinary open mud scow. Disadvantage of both plans.

It is evident that a great advance will be made, on any of the plans described by any method, that will obviate the necessity for re-dredging at place of deposit, and that will permit the use of ordinary dump scows.

These requirements I believe can be met by the use of suitable pumping apparatus, placed at the site where material is to be deposited, by means of which the contents of the scow are drawn out from the bottom, and dis- Board's plan, (by pumps.)

charged through a pipe or trough to such points as may be desired.

Experiments.

Experiments have been made with a small centrifugal pump, in connection with very imperfect suction and discharge arrangements, which have satisfied me, and I think also the members of the Board who were present, that by this means any of the material in our river or harbor, except tough clay, can be withdrawn from the scows and deposited several hundred feet inland at a cost of from five to six cents per cubic yard at the maximum.

Cost.

In connection with this process any of the ordinary *bottom* dump scows can be used with slight alterations, not costing over $400 per scow, and which will not interfere with their use afterward, or at other times, for dumping as usual through the doors in the bottom.

As it is not at all probable that contractors will adopt this method until its efficiency and economy have been demonstrated on a large scale, and as such successful demonstration will be of great pecuniary value to the city, as well as to all owners of water fronts, I recommend that $10,000 be devoted to procuring and fitting up, at the "sea wall," the machinery necessary to discharge 2,500 cubic yards per day, including the hire or purchase of dump scows, and their alteration to suit the system.

Cost of trying method on large scale.

FUTURE WORK.

Experience indicates that the sediment brought down by the streams and sewers emptying into the harbor, causes at many places annual deposits, varying from one (1) to three (3) feet in depth or thickness, notably in the Back basin (City dock) and in the middle harbor, opposite the mouth of Jones' Falls. The several dredged channels also require constant attention and restoration in part, as it must be remembered that the same natural causes which produced the shoaling and rendered dredging necessary, are still in operation, and would in time, if permitted, restore the harbor and channels to their original conditions before any dredging was done.

Deposits.

Necessity for re-dredging.

The public docks, as well as many private ones into which public sewers discharge, require annual cleaning out. To cover these general items will require, during 1883, the removal of at least 100,000 cubic yards of deposit.

Docks.

The National government is now engaged in the work of increasing the depth of water in the ship channels leading to this port to 27 feet at mean low water, and have now under contract the removal of nearly 5,000,000 cubic yards.

Operation of United States.

It is probable that by the end of 1883 this increased depth will be brought up to the city limits, and in order to render it available for

the commerce of the city, it will be necessary to deepen and enlarge the width of all the channels from the upper side of Locust Point to their junction with the government channel near Fort McHenry. The necessity for enlarging or widening these channels is nearly if not quite as important as their deepening, in order to prevent the "grounding" of large vessels *across* them when hauling into and out of piers and docks.

Channels to be widened.

Inside the harbor no channel of 24 feet depth or over should be less than 600 feet wide.

To carry channels 27 feet deep and 600 feet wide, from Fort McHenry to Locust Point coal piers, on the one side, and to the Pennsylvania Railroad Company's piers on the other side of the lower harbor, will require the removal of about 1,500,000 cubic yards of material; and I am of opinion that if the city can afford it this year, provision should be made for a channel 200 feet wide, requiring the removal of from 300,000 to 400,000 cubic yards.

Excavation required.

Middle Branch.

The commercial importance of the Middle Branch, or that portion of the harbor known as the "Spring Gardens," is steadily increasing, under the wise and liberal policy of the city as to the maintainance and improvement of its water-ways and harbor; and I would recommend that the 15 feet channel opened

during the past year to a width of 75 feet, be enlarged by an addition of 75 feet, making its total width 150 feet. To accomplish this, and remove sewer deposits from the 12 foot channel near Howard and Eutaw streets, will require about 100,000 cubic yards of excavation.

Summary.

The recommendations above may be summarized as follows:

Channels in lower harbor, 200 feet by 27 feet, (say)..	400,000	c. yds.
Middle Branch, for 15 feet channel and sewers.....	100,000	"
Back basin and docks, and harbor generally.....	100,000	"
Total amount dredging....	600,000	"

Which will cost about $120,000.

If the widening of 15-feet-deep channel in Middle Branch is postponed, *it is possible*, with a total excavation of 400,000 cubic yards, to deepen main channel to 27 feet, and to preserve the "status quo" of harbor and docks.

Miscellaneous work.

The sunken schooner which was referred to in report for 1881 as being in "process of being raised," was raised during January, 1882, and sold at auction for $150, the proceeds being turned into the city treasury.

During December a small lot of old and condemned material was sold at City Yard, by direction of the Board, and under authority

of the Comptroller, to whom the purchase money (amounting to $40) was turned over.

WHARVES.

Wharves.

For continuing the construction of a stone bulkhead in the City dock (Back basin) an appropriation was made for 1882 of $10,000. Advertisements were duly issued and proposals opened on April 25, as per the following abstract:

Classification.	Andrew Brown.	John B. Ely.	Wm. R. Weaver & Co.	Benj. Glenn.
1	$250 00	$475 00	$400 00	$227 00
2	4 00	5 60	4 50	5 50
3	6 25	7 00	6 00	8 00
4	25 00	32 00	25 00	35 00
5	04	06	04	05½
6	5 75	5 87	5 50	5 50
7	2 25	2 25	2 00	2 50

1. Price per 100 feet length of wall for all excavations, grading, paving, removing piles, timber, etc.

2. Price per pile driven and cut off, for yellow pine piles.

3. Price per pile driven and cut off, for oak piles.

4. Price per 1,000 feet, board measure, for all timber, plank, etc., including all labor and

workmanship in fitting and fixing in place, and including tree-nails.

5. Price per pound for all iron bolts, spikes, ties, straps, dowells, (to include anything of iron used in the work).

6. Price per cubic yard for all masonry laid in place, including stone, sand, cement, and every item of labor and work.

7. Price per lineal foot for coping, secured in place.

Mr. Andrew Brown being the lowest bidder, a contract with him was entered into on May 19th. In order to accommodate the business of the Harbor Master, Mr. Brown delayed the commencement of his work until August 1st. He has continued operations during the year whenever it was possible, but has been greatly delayed by the unusual prevalence of high tides. He has completed the pile and timber foundations for about 388 feet, linear, of wall, and has the stone wall from one (1) to three (3) feet in height for about 375 feet linear.

Delay in commencing work.

To December 31st Mr. Brown had earned $4,375.18, and had been paid $3,500.16, the difference ($875.02) being held as retained percentage; $249.53 has also been expended on this account for supervision, &c.

An appropriation of $4,000 was made in February for the purpose of building a wharf at Little Hawkins' (or Leading) Point, where

Wharf at Little Hawkins' Point

the city was about to establish an outer quarantine station. Before commencing the wharf, it was found necessary to make a survey of the Point, in order to determine the proper location.

Survey.

After due advertisement, bids were opened on March 20th for the construction of a causeway and wharf—the causeway being rendered necessary by the extreme shallowness of the water, which was hardly six feet in depth at 250 feet beyond low water line.

Only two bids were received, that of Mr. Benj. Glenn being for $3,650, and of Mr. J. B. Ely for $3,300, in both cases for causeway and wharf complete.

Bids.

Mr. Ely entered into contract on March 21st, and commenced work on the 27th of that month.

Contract.

During the progress of the work it was found desirable to change the long and narrow wharf at first contemplated, to a shorter and wider structure, and a supplemental agreement was made with Mr. Ely to build a wharf 30 by 100 feet (the causeway remaining unchanged) for the sum of $2,300 instead of $3,300, as at first agreed upon.

Change of plan.

Mr. Ely completed his contract during May.

Owing to the unanticipated violence of the sea from northeasterly winds it was found necessary to rip-rap, with heavy stone, the

Rip-rap.

whole of one side of the causeway and a portion of the other.

As now built, the work comprises a causeway extending out 250 feet beyond low water line, 18 feet wide on top, and a pile platform wharf at outer end of causeway 30 feet by 100 feet, the piles being from 55 to 60 feet in length. Work done.

It was also necessary to dredge channels of approach to the wharf, and on both sides of it. Dredging.

Under his general contract for dredging, Mr. Daniel Constantine removed at this place 3,625 cubic yards, giving 12 feet depth, at mean low water.

The costs of the work were as follows:

For building wharf and causeway...	$2,300	00
For dredging.....	616	25
For stone rip-rap.....	520	00
For surveys and supervision.....	432	25
For advertising and sundries.....	30	20
For breakwater (timber and labor).	79	98
Making total cost.....	$3,968	68

Total cost of improvement.

It may be observed in this connection that the city has here a very valuable piece of property, which is (and has been for years) being gradually undermined and washed into the river to such extent that I do not doubt but that at present one-sixth of the original land bought, is now under water. Protection of point.

The city has further just invested a considerable sum of money in buildings for the quarantine station at this point; and I would respectfully suggest the propriety of protecting (at least a portion of) the land from further waste by the construction of a stone sea wall, for which $10,000 could be well expended during this year.

Long dock.

During July a section of the stone bulkhead in Long dock gave way for about 100 feet in length, and in August an adjoining section of the same length fell into the dock. Both sections were repaired and rebuilt by the Board by the employment of labor and purchase of material in the open market.

Much delay and expense was caused by continued high tides and the difficulty of removing the debris of the old wall and piles from the dock.

Cost.

The total cost for the two sections, a little over 200 feet in length, was $2,488.49, which included the cost of dredging up old piles and stone. The indebtedness, for labor and material unpaid in 1881 for repairs of this dock, amounting to $617.27, was settled by the payment of $417.27—Mr. Tyler having credited the Board with $200 for old timber received by him from sea-wall.

Minor repairs.

Minor repairs (of flooring, guard-logs, &c.,) were made to Bowly's, South-street, Pratt-

street and County wharves, amounting to $76.08.

A considerable portion of the *old* wall surrounding Long dock has thus given way suddenly and been hurriedly repaired, and the remaining portion may be expected to fail at any time. The piling which was put in, probably very many years ago, is too short for the present depth of water in the dock, and in addition, many of the wooden ties have been at sundry times cut entirely through in order to repair the sheet piling. It is only remarkable that any of it has stood so long a time. Old wall at Long dock.

I would again call attention to the desirability of giving to some person or committee the power to determine on applications for permits to build wharves during the recess of the Council. Power to grant wharf permits.

At present, for nearly one-half of the year, (and that largely the season best suited to the work,) there exists no legal authority to grant permission to a citizen to improve at his own expense the commercial facilities of the port, and increase the basis of taxation by constructing a wharf in front of his own property, and within limits fixed in advance by the State; a condition of affairs that, as a matter of business, only requires to be stated to be placed outside the bounds of discussion.

I desire also to again call attention to the incongruous condition of the ordinances re-

Incongruous ordinances relating to wharves.

lating to bulkheads and wharves, by which it is permitted to build a *new* bulkhead of *wood*, but if an *old one* is repaired it must be of *stone*. No attempt has ever been made by the Board to enforce the latter regulation for reasons too obvious to require mention;

Request notice of beginning work.

In connection with the granting of permits for building, altering or extending wharves, I recommend that the Council be requested to incorporate in all such permits a clause *requiring* the persons interested to notify the Board in writing as to the time when they intend commencing the work. At present I have no means of obtaining this information other than by searching the harbor for evidences of work being done: and it happens at times that these escape my attention until *after* some violation of law has occurred, generally through a misunderstanding of the law and the Port Warden's lines.

FUTURE WORK.

For 1883, I would recommend the following appropriations:

Estimates for 1883.

For general wharf repairs.....	$4,000 00
For completion of new wall, City dock	3,000 00
For unexpended balance of 1882 account—repairs City dock.....	6,250 31
Total account of wharves.	$13,250 31

ICEBOAT.

The city iceboat "F. C. Latrobe," for whose maintenance $7,009.22 was appropriated, has been maintained in fair condition for service during the year. Owing to the moderate temperatures at both ends of the year, no necessity has arisen for its use as an "ice-breaker."

Summer excursions, &c.

During the summer the boat was used weekly by the Free Excursion Society, the expenses being paid out of the appropriation for maintenance of boat. It was also used (by authority) for excursions down the river by the Knights of Honor and the Grand Army of the Republic, during their conventions in this city, as also by two conventions of railroad employees or officials, and by the committee of Councils on the "Oriole" celebration.

Expenses of.

All expenses of these excursions were paid out of the annual appropriation for the boat, except sixty ($60) dollars paid, on account, by the Committee of Knights of Honor. On the 31st December, the ship "Babcock," loaded with 3,500 tons of coal, drawing 24 feet 10 inches, was hauled off the bank and assisted down the river by the iceboat.

Estimates for 1883.

For the year ending December 31, 1883, it will be necessary to increase materially the amount available for maintaining this boat. It has now been built and in service four (4) years, and the number and extent of repairs

to keep the vessel in as good condition as when first equipped has necessarily increased. My estimate of the amount that should be appropriated for the year is $12,000.

My acknowledgments are due to the officers and employees of the Board for their cordial and efficient support and assistance during the year.

Respectfully submitted,

N. H. HUTTON,
Engineer.

ANNUAL REPORT

OF THE

BOARD OF VISITORS

OF THE

JAIL OF BALTIMORE CITY,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

OFFICERS OF THE BALTIMORE CITY JAIL.

Board of Visitors:

OTIS KEILHOLTZ, *President.*
THOMAS G. HAYES,
HARRY E. REINHARD,
JACOB FRANCE, Sr.
J. H. SIRICH,
SAMUEL J. HARMAN.

J. F. MORRISON, *Warden.*
Dr. D. P. HOFFMAN, *Physician.*
WM. H. H. TURNER, *Clerk.*

Deputy Wardens:

JAMES J. FLANNERY,
WM. HOWARD,
WM. H. CROSS,
THOMAS M. KENNY,
WM. H. TIBBELS.
WM. J. McCLEARY,
CHAS. F. EDWARDS,
JOHN T. BARBER,
J. F. RIALS,
WM. H. JEFFERS,
RICHARD CARTER,
PETER P. KESTLER,
CORNELIUS McLAUGHLIN,
JOHN MAHON,
JOHN F. POTTER,
P. F. FLANNERY,
HENRY CRUSE.

JAMES B. SANNER, *Engineer.*
CHARLES W. MUHLY, *Baker.*
LOUDON FEAST, *Gardener.*
Mrs. CARRIE DOLL, *Matron.*
A. J. CONNELLY, *Hostler.*

REPORT.

Baltimore, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

The Visitors of the Jail of Baltimore city would respectfully submit this, their annual report for the year ending December 31, 1882.

The total number of prisoners committed during the year was 8,440, showing a daily average of $363\frac{7}{12}$.

The entire earnings of the Jail during the year were $3,431.50.

The appropriation by the Mayor and City Council, for the maintenance of the jail in all its departments for the past year, was $53,798.12.

The offences for which the said prisoners were charged, and the sources from which said earnings were derived, as well as the expenditure and disbursement of the entire appropriation, are fully set forth in the report of the Warden and exhibits, which are herewith annexed.

The Visitors of the Jail have given to the subject of the amount needed for the maintenance of the jail

for the coming year, their most careful consideration, and the conclusion reached is as follows: The amount actually required is $60,710.50. The Visitors respectfully submit that this is the minimum amount with which the jail can be properly maintained for the coming year; a less amount will occasion a deficiency in the running expenses of the jail, or a recurrence of the embarrassing circumstances which have attended the administration of the jail directors for the past year, which circumstance is referred to in the report of the Warden.

The jail building is in great need of certain necessary repairs, to which the Warden calls attention in his report. These repairs are absolutely needed for the actual preservation of the property, and a longer delay in making them will materially add to the cost of the same when made. We respectfully recommend that an appropriation be made for this purpose, to be expended by the Inspector of Public Buildings.

The Visitors have, in former reports, set forth the great need for more room in the jail, as well as a place for the detention of witnesses who are held in default of bail; the construction of the additional wing to the jail would supply the needed room and apartments, and the recommendation of the Warden as set forth in his annexed report, as to the construction of said wing, is fully approved by the Visitors.

The sanitary condition of the jail has been excellent. Cleanliness and ventilation are enforced by rigid rules, and the good health of the prisoners results in a great degree from the observance of these requirements.

Religious exercises are regularly held every Sunday in the chapel of the jail by either the Catholic or Protestant denomination, and every facility is afforded to promote the religious welfare of the prisoners.

The Visitors would refer to the Warden's and Physician's reports accompanying this, their report, for information upon all matters in their respective departments. Both of said reports contain in detail a full and complete presentation of facts connected with the management and conduct of the jail.

Section 577, 2 Code, page 260, commands "the Visitors to employ the sentenced prisoners in some kind of work." The facilities at present are wholly inadequate for the purpose; new work-shops, and an enlargement of the present work-shops, are greatly needed. The Visitors would respectfully submit that some action should be taken by the legislative department of the city government, whereby the Visitors might be able to comply with the requirements of said section.

In concluding this report, the Visitors take pleasure in stating that all the officers of the jail have performed their duties in a faithful manner. J. F. Morrison, the Warden of the jail, is possessed of an executive ability which well fits him for the post he so faithfully fills.

Respectfully submitted,

OTIS KEILHOLTZ,
THOS. G. HAYES,
J. H. SIRICH,
H. E. REINHARD,
SAML. J. HARMAN,
JACOB FRANCE, Sr.

Report of the Warden.

REPORT.

Baltimore, January 2, 1883.

To the Honorable the Board of
Visitors of the Jail of Baltimore City:

GENTLEMEN:

I beg respectfully to submit herewith my annual report of the operations of the jail of Baltimore city for the fiscal year ending December 31, 1882.

The total number of prisoners committed during the year was 8,440, showing a daily average of $363\frac{7}{12}$. Of this number, 5,510 were committed for drunkenness, assaults and minor offences, coming under the class termed "peace cases."

The total earnings of the Baltimore City Jail for the year ending December 31, 1882, was $3,434.50.

The appropriation by the Mayor and City Council for the maintenance of the prison for the fiscal year ending December 31, 1882, was. $53,798 12

Of this sum there was expended
for repairs to heating apparatus,
laundry boilers, &c .... $ 509 66

Amounts brought forward.....	$ 509 66	$53,798 12
For sanitary purposes, including disinfectants, tin, iron, lumber, and various other articles necessary for the proper conducting of the prison.....	4,361 44	
For fuel.....	3,795 50	
For private subsistence, hospital stores, &c.....	2,447 35	
For general subsistence of prisoners.....	13,079 59	
For salaries.....	22,111 31	
For expense account, including clothing for prisoners, dry goods, shoes, bedding, blankets, &c.....	4,863 28	
For gas and electric light	2,629 99	
		$53,798 12

The item repairs referred to were those to heating apparatus, laundry heater, kitchen boilers, &c. The repairs to the main prison and laundry were made by the Inspector of Public Buildings.

On referring to the expenses for general subsistence, it will be seen that although the average number of prisoners per diem was greater than last year, yet the expense is somewhat less in this department. This is owing to the facts that many of the staples purchased, especially flour, were cheaper than heretofore, and also, because of the small amount of the appropriation, the prisoners were cut off, in a measure, from the usual supply of fresh vegetables, except such as were raised on the premises.

There is but one contract for prison labor now in operation, viz: with Messrs. G. S. Griffith & Co., for the weaving of carpets. The number of prisoners employed in this industry is about forty. For a few weeks during the spring, employment was found for about one hundred (100) prisoners, under a contract with Messrs. Beebe & Co., which called for the preparing of willow wands for basket-making purposes. From time to time during the year, short contracts have been in force with various other parties for such labor as could be done inside the prison walls, all of which is shown in exhibit "A."

Under the direction of the Inspector of Public Buildings, the roadway and yard have been partially paved, and repairs to laundry and main prison made as complete as the appropriation in the hands of that officer permitted.

On the second day of May, a contract was made with the Electric Light Company to light the prison and yards with electric lamps. This contract was entered into after a trial of nearly two (2) months, that demonstrated to your honorable Board its utility for that purpose. It has proved most satisfactory, and has added greatly to the safety of the prison.

The health of the prisoners for the past fiscal year has been better than might have been expected, when the crowded condition of the prison is taken into consideration. This is due in great measure to the energy, patience and skill of Dr. D. P. Hoffman, the physician to the jail. The daily reports of this officer show that there were treated during the year 2,291 cases, of various diseases. Of this number, six (6) deaths have occurred, viz:

James McFarland, aged 50 years, white, pleuritis treumatic.

August Kisner, aged 50 years, white, suicide by hanging.

John Briggalona, aged 45 years, white, suicide by jumping from tier.

Mary Weaver, aged 30 years, white, typhoid pneumonia.

Horace Jackson, aged 25 years, colored, acute consumption.

John Brown, aged 43 years, colored, tubercular consumption.

I beg to submit the following report of the estimated values of goods on hand, utensils, tools and stock of the several departments of the institution:

Subsistence department	$1,550 35
Engineer's department, including blacksmith shop, tin shop, carpenter shop, store-room, boiler-room and furnace equipments	1,850 50
Furniture	7,000 00
Gardener's department	1,746 85
Armory	500 00
Matron's store-room	136 80
Apothecary shop	125 00
Sanitary department	82 30
Carriages, carts, &c	350 00
Three (3) horses	800 00
Amount carried forward	$14,141 80

Amount brought forward	$14,141 80
Clerk's office (furniture, &c.)	250 00
Pigs	50 00
	$14,441 80
Add estimated value of prison, outbuildings and grounds	400,000 00
Total value of city property in charge of Board of Visitors	$414,441 80

Religious services were conducted as usual during the year. Both Catholic and Protestant Sunday-schools were in session every Sunday morning in the chapel of the institution; the former under the direction of Mr. Henry M. Tiralla, of the society of "St. Vincent de Paul," and the latter under that of the Rev. Louis F. Zinkhan, agent of the "Prisoners' Aid Association," of this city.

I beg respectfully to renew the recommendation made in my annual reports for the past two (2) years, for the completion of repairs to the main building; for the renewal of steam heating apparatus; the ventilation, &c., of the workshops; the protection of the dormer windows by iron gratings; cutting down main prison doors, and placing grated transom above for light and ventilation; the removal of the heavy wooden doors from the sinks or tower rooms, and substituting grated doors—the same as those now used on the cells, as well as the completion of the paving of the back yard and roadway.

I desire to call your attention to the lack of provision made for persons confined as witnesses, also for minors.

Witnesses are, for prudential reasons, assigned to quarters on section No. 2, which part of the prison is devoted entirely to prisoners undergoing sentence. Witnesses, therefore, come under the rigid rules made necessary for the government of sentenced prisoners, and are compelled to associate with convicts and felons of various grades of crime for whatever length of time may be necessary to bring the person charged with the offence, for which they are held as witnesses, to trial. This brings upon these unfortunate people practically an imprisonment of days, weeks, and sometimes months, as the case may be, when the only crime with which they stand charged is, having been a witness to some breach of the law. Some provision should be made, other than the present facilities of the jail afford, for this class. In other cities a house of detention is set apart for this purpose, where persons, while being held as witnesses, are not necessarily compelled to associate with convicts and felons.

I desire once more to call your attention to the necessity for further prison accommodations for minors who are committed to the prison and confined in sections No. 1 and 4, charged with various offences against the law. As the prison is now arranged, these lads, mere children many of them, and charged with slight offences, are confined with prisoners charged with all grades of crime, and with no possibility of preventing communication between them. They are thus brought in contact with old offenders and hardened criminals, and will go from the prison bereft of all sense of honor, tainted with the thoughts and teachings of the crimi-

nals with whom they have been brought in contact, lost to self respect and without feeling of shame. All this because, for want of room, no provision has or can be made in Baltimore City Jail to separate different classes of prisoners.

Of the total number of prisoners committed during the year, (8440) 5510 were of the class known as "bummers" or "peace cases," persons charged with minor breaches of the law. Section No. 4 (in this relation permit me to quote from a former report to your honorable Board,) "of the prison, to which this class is assigned, contains, as do each of the other three sections, only seventy-five (75) cells. It has not unfrequently occurred that from three hundred (300) to four hundred (400) person have been confined in this section at one time. There are frequently persons confined in some of the cells of this section ill from mania a potu and other diseases incidental to their debauched lives, which compels the crowding of the remaining cells to a greater extent than decency or humanity should subject even these degraded creatures. It has frequently occurred that for lack of room we have been compelled to place a greater number of prisoners in a cell than was originally intended."

I beg that your honorable Board will so represent to the Mayor and City Council that this reproach to the intelligence and decency of the city of Baltimore will be removed.

I beg respectfully to suggest the following remedy: That a wing be built to the east side of the jail, a portion of which shall be used as a house of detention for

witnesses, a portion for minors committed for various causes, and a portion for female prisoners. You will then have ample accommodations in sections Nos. 1 and 2 for sentenced prisoners, assigning to each a separate cell; you will have sections Nos. 3 and 4 for the "bummers" or "peace cases," and remove the female prisoners from all communication with male prisoners.

I cannot too strongly impress you with the importance of this change. It involves the health of the prisoners, the discipline of the prison and the claims of humanity and common decency.

The appropriation for the past fiscal year proved inadequate to properly conduct the business of the prison. No margin was allowed for any increase in the number of prisoners or the cost of food, clothing and other necessaries. This, at times, seriously interfered with your administration, and finally compelled you to ask help from the Mayor and City Council.

I beg, therefore, to present for your consideration the following increased estimate of the probable cost for maintenance of the prison for the next fiscal year:

Salaries	$22,400 00
General subsistence	16,000 00
Fuel	5,000 00
General repairs to heating apparatus, wagons, harness, and other expenses incident to prison	1,000 00
Sanitary	5,000 00
Amount carried forward	$49,400 00

Amount brought forward.....	$49,400 00
Private subsistence, hospital stores, &c	2,500 00
Incidental expenses, including clothing for prisoners, dry goods, bedding, blankets, &c.	6,000 00
For lighting prison, as per contract.	2,810 50
	$60,710 50

I submit for your consideration the following statements:

Exhibit A, showing the receipts and expenditures for the year.

Exhibit B, showing the monthly average of prisoners for the year and the daily average for the year.

Exhibit C, showing the number of prisoners committed for various causes.

Exhibit D, showing the number of prisoners committed, and how discharged.

Respectfully submitted,

J. F. MORRISON, *Warden.*

TABLES.

EXHIBIT A.

Dr. *Being a summary of Receipts and Expendi*

1882.		
Dec. 31—To officers' salaries, physician, gardener and baker	$22,111	31
To subsistence of prisoners	13,079	59
To subsistence of Warden's family, hospital, &c	2,447	35
To fuel	3,795	50
To expense account, (including dry goods, shoes, &c., for sentenced prisoners)	4,863	28
To gas and electric light	2,629	99
To repairs, including repairs to cell locks, painting, kalsomining, &c	509	66
To sanitary account	4,351	44
To amount paid to Comptroller, derived from various sources	3,434	50
	$57,232	62

EXHIBIT A.

tures for the year ending December 31, 1882. CR.

1882.	
By United States docket.	$1,129 70
By City docket.....	551 90
By labor account, (Griffith & Co).....	1,058 70
By " (Beebe & Co..	694 20
By Mayor and City Council.	53,798 12
	$57,232 62

Respectfully submitted,

J. F. MORRISON, *Warden*

EXHIBIT B.

Showing the Monthly or Daily Average of Prisoners from January 1 to December 31, 1882.

1882.	
January	339
February	286
March	300
April	306
May	396
June	347
July	365
August	412
September	414
October	347
November	388
December	463
	4363

Daily average for 1882	363 7-12
Daily average for 1881	331 7-12
Daily average for 1880	329 11-12
Daily average for 1879	332 10-12

Respectfully submitted,

J. F. MORRISON, *Warden.*

EXHIBIT C.

Showing the number of Prisoners committed for various causes during the year ending December 31, 1882.

CHARGES.	WHITE.			COLORED.			
	Men.	Women.	Total White.	Men.	Women.	Total Color'd	Grand Total.
Peace and drunkenness	3509	626	4135	930	445	1375	5,510
Homicide					2	2	2
Larceny	481	49	530	426	101	527	1057
Assault and battery, including violations of ordinances, &c., for action of Criminal Court	477	28	505	323	54	377	882
Libel	2		2				2
Vagrancy	19	3	22	3	2	5	27
Mutiny				6		6	6
Assault with intent to kill	25		25	34	1	35	60
Manslaughter	1		1	2		2	3
Obtaining goods under false pretences	34	2	36	12	3	15	51
Destroying property	3		3	4		4	7
Indecent assault	3		3	2		2	5
Embezzling	15		15	6		6	21
Felony	7		7	3		3	10

EXHIBIT C—Concluded.

CHARGES.	WHITE.		Total White.	COLORED.		Total Col'd.	Grand Total.
	Men.	Women.		Men.	Women.		
Forgery	7		7	1		1	8
Burglary	23		23	13		13	36
Deserting seamen	42		42	14		14	56
Peddling without license	4		4				4
Receiving stolen goods	4	2	6	2	2	4	10
Arson	2		2				2
Defrauding	3		3	2		2	5
Witnesses for State and United States	30	11	41	32	9	41	82
Common thief, &c	13		13	14		4	17
Robbing Post-office	4		4	2	1	3	7
Perjury	3	1	4				4
Refusing duty on shipboard	25		25	5		5	30
Selling liquor on Sundays, &c	7		7				7
Picking pockets	10		10	11		11	21
Contempt of courts, magistrates, &c	7		7	6		6	13
Keeping gambling-house, &c	7		7	9		9	16
Disorderly house, &c	6	7	13		15	15	28

Enticing to prostitution		3	3		1	1	4
Murder	7		7	4		4	11
Passing counterfeit money	5		5	3		3	8
Violating internal revenue laws	4		4	5		5	9
Writing policies	10		10	12		12	22
Smuggling	12		12	1		1	13
Abortion	1		1	1		1	2
Conspiracy	2		2	2		2	4
Voting illegally, &c	6		6	5		5	11
Bigamy	6		6	2		2	8
House of Correction	150	38	188	73	38	111	299
Colored boys for House of Reformation and Instruction				60		60	60
							8,440

Respectfully submitted,

J. F. Morrison, *Warden.*

EXHIBIT D.

Showing the Number of Persons Committed and how Discharged, for the year ending December 31, 1882.

Total number of prisoners committed			8440
Sent to Maryland Penitentiary:			
White men		34	
Colored men	30		
Colored women	8		
		38	
Sent to Bayview Asylum:			
White men	3		
White women	4		
		7	
Colored men	5		
Colored women	1		
		6	
Pardoned by Governor of Maryland:			
White men		7	
Colored men		1	
Sent to St. Mary's Industrial School for Boys		4	
Sent to House of Refuge		5	
Sent to Spring Grove Asylum:			
White men	3		
White women	1		
		4	
Amounts carried forward		106	8440

Amounts brought forward		106	8440
Sent to Maryland House of Correction:			
White men	150		
White women	38		
		188	
Colored men	73		
Colored women	38		
		111	
Sent to House of Reformation and Instruction for Colored Boys		60	
Removed cases:			
White men	2		
White women	1		
		3	
Died in jail:			
White men	3		
White women	1		
		4	
Colored men		2	
Discharged by Courts, magistrates, expiration of sentence and otherwise		7473	
Remaining in jail December 31, 1882		493	
			8440

Respectfully submitted,

J. F. MORRISON, *Warden.*

PHYSICIAN'S REPORT.

REPORT.

Baltimore, January 1, 1883.

To the Board of Visitors
of the Baltimore City Jail:

GENTLEMEN:

I herewith submit my report of the number and character of diseases treated in the Baltimore City Jail for the year ending December 31, 1882.

The sanitary condition of the institution is excellent. We have been visited with no contagious or infectious disease. Cleanliness, ventilation and the free use of disinfectants have been strictly attended to, and everything to promote the healthfulness of the prison has been faithfully and earnestly employed.

The number of cases treated during the year was 2291.

I have vaccinated 306 persons with a fair percentage of success.

Although small-pox is prevailing to a considerable extent outside, not one case has made its appearance in the jail. Should it appear, especial care will be taken to prevent its spread.

There were six deaths: two suicides; one pleuritis, from severe injury; one from typhoid pneumonia, and two pulmonary consumption.

The tabular statements are herewith appended—the character of the diseases treated, results, &c.

Very truly yours,

D. P. HOFFMAN, M. D.

TABLES.

Report of Cases Treated in the Baltimore City Jail for the year ending December 31, 1882.

Asthma	5	Felon	8
Abortion	1	Frost bite	3
Abscess	10	Faucial inflammation	2
Bruise	43	Gonorrhœa	19
Boils	23	Gastro-catarrh fever	1
Bronchitis	6	Gleet	1
Bubo	3	Hæmopthysis	5
Bilious diarrhœa	10	Heart disease	7
Colic	20	Hæmorrhoids	10
Catarrh	70	Hernia	9
Constipation	385	Hernia, double	1
Chronic diarrhœa	6	Intemperance	549
Chronic bronchitis	1	Inflammatory fever	3
Consumption, acute	1	Intermittent fever	66
Consumption, tubercular	1	Insomnia	17
Delirium tremens	22	Irritation of bladder	6
Diarrhœa	103	Incontinence of urine	3
Dysentery	8	Liver derangement	380
Dental hemorrhage	1	Liver congestion	8
Dyspepsia	5	Lumbago	3
Eczema	3	Malarial fever	13
Erysipelas	7	Nervous debility	51
Epilepsy	17	Nervous derangement	2
Effusion	2	Neuralgia	13
Exostosis	1	Necrosis of jaw	1
		Otitis	9

Report of Cases Treated—Concluded.

Orchitis	1	Stricture, spasmodic	3
Opthalmia	7	Treumatic pleuritis	1
Pleurodynia	5	Typhoid fever	1
Pneumonia	6	Tonsilitis	51
Peritonitis	5	Typhoid pneumonia	1
Pharyngitis	1	Visicular eruption	1
Phymosis	1	Ulcer	65
Rheumatism	90	Vertigo	7
Syphilis, primary	21	Womb disease	1
Syphilis, secondary	14	Wound, incised	12
Syphilis, tertiary	1	" lacerated	15
Scald	2	" gunshot	3
Suicide	2	" contused	1
Sprain	22		
Stricture	6		2291
Stomatitis	1		

SUMMARY.

White males	1,217
" females	387
Colored males	546
" females	141
Total	2,291

RESULT OF TREATMENT.

Cured	2,105
Relieved	137
Died	6
Under treatment	30
Sent to Bayview	13
Total	2,291

CAUSES OF DEATH.

Pleuritis treumatic	1
Suicide	2
Typhoid pneumonia	1
Acute consumption	1
Tubercular consumption	1
Total	6

COLOR AND SEX.

White males	3
" females	1
Colored males	2
Total	6

ANNUAL REPORT

OF THE

GENERAL SUPERINTENDENT OF LAMPS

AND

INSPECTOR AND SEALER OF GAS METERS,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

OFFICE OF GENERAL SUPERINTENDENT OF LAMPS
AND INSPECTOR AND SEALER OF GAS METERS.

Baltimore, January 4, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

I have the honor of presenting the fourth annual report of this department, exhibiting its operations for the year ending December 31, 1882, including appropriations, receipts and disbursements.

There has been erected one hundred and eighty-two (182) new gas lamps. Deducting six hundred and eighty-one (681) displaced by electric lights, leaves the present number, four thousand eight hundred and forty-seven (4,847).

There are ten hundred and thirty-three (1033) gasoline lamps in use, being an increase of five (5) during the year.

Subsequent to passing the ordinance last March, directing the Mayor, Comptroller and Register to contract

with the Brush Electric Light Company to light certain portions of the city by electricity, by request of his Honor the Mayor, I went with one of the officers of the company and located the lights, both parties being desirous of keeping the number down as low as possible, to properly accomplish the end desired. There are only a few places where it is, we think, necessary to place an additional lamp. It has only been thought necessary or desirable to remove two or three lamps.

There have been some slight interruptions at times in the burning of the lamps; but as the use of electricity for street lighting is in its infancy, I do not see but they have been quite as constant as could be reasonably expected.

The First Branch of the City Council lately called for a statement of the number and cost of the electric lights in use; also, a comparison of the cost of gas lamps displaced. Having carefully prepared a report, I repectfully repeat the same in this:

Baltimore, November 18, 1882.

To the Honorable the First Branch City Council:

GENTLEMEN:

In answer to your resolution directing the General Superintendent of Lamps and Inspector and Sealer of Gas Meters to report at your next meeting the number of public electric lights now established in this city, with a statement, showing the cost of the same as compared with the cost of the gas lamps displaced by

them, including such saving, if any, as has resulted from the employment of a less number of lamplighters.

In accordance with ordinance No. 30, approved March 22, 1882, a contract was made for two hundred and twenty-five (225) electric lights, at seventy (70) cents each per night, burning every and all night, moonlight nights included. The electric lights appear to give satisfaction. In some cases it is stated that disreputable business has been given up on account of there being too much light to carry it on where they are placed.

It has not been found practical to reduce the number of lamplighters, as there are gas and gasoline lamps scattered in the alleys and small streets between the electric lights, and the same extent of territory has to be gone over as if gas or gasoline only was used.

I should also say, if it were not for the number of small alleys between the streets, a larger number of gas lamps would be displaced, they being only necessary to light the alleys, and not the main streets.

It will be remembered that we are not lighting the gas and gasoline lamps every and all night, but are omitting to light, and also putting out when the moon is available; consequently, I have made a comparison with using gas as the electric lights are used, every and all night, moonlight nights included; also, a comparison of the cost of gas lamps, as now used, not using gas when the moon is of service.

The number of gas lamps displaced by the electric lights are six hundred and eighty-one (681).

225 electric lights, at 70 cents per light per lamp, every and all night—$255.50 each per annum	$57,487	50
Gas lamps cost every and all night, moonlight included, say 20,000 feet of gas, at $1.85	$37	00
Cost of lighting, cleaning, repairs and renewals, each, per annum	9	19
	$46	19
Gas lamps cost, exclusive of moonlight nights, say 15,000 feet of gas, at $1.85, as now used	$27	75
Cost of lighting, cleaning, repairs and renewals, each, per annum	9	19
	$36	94
681 gas lamps burning every and all night	$31,455	39
681 gas lamps burning, exclusive of moonlight	$25,156	14
225 electric lights burning every and all night	$57,487	50
681 gas lamps burning every and all night	31,455	39
Difference	$26,032	11
225 electric lights burning every and all night	$57,487	50
681 gas lamps, exclusive of moonlight nights.	25,156	14
Difference	$32,331	36

The average number of gas lamps displaced by electric lamps in Baltimore is about the same as other cities, as far as I have heard from or can form an opinion.

I would recommend that if more electric lamps are used, they be suspended across the streets, at any rate, where practical, the streets not being too wide. I am satisfied this plan would be less objectionable and light up the streets much better. At least, the plan is worthy of consideration and trial.

I would respectfully call attention to a number of complaints made at this office of the fact that the electric lights are used every and all night, while the gas and gasoline lamps are only used when the moon is not available. This subject has claimed the attention of the city authorities in former years, and seems worthy of consideration. There are a few cities in our country that use artificial light every night, and they say they would not go back and utilize the moon when expected to be available, notwithstanding the increased expense. Our instructions are very explicit in regard to lighting the lamps if there are any indications of dark or cloudy weather, but in consequence of difference of judgment or opinion, they are not lit when they should be, at times.

The gas company offered in former years to supply the city at a lower price if gas was used in the street lamps every night than if used as now, as they could not tell from day to day what quantity of gas would be required, consequently the fires had to be kept up all

the time; also a large amount of holder or storage capacity was necessary, at a heavy expense to the gas companies; perhaps an arrangement could be made to reduce the price per thousand (1000) feet, also with the contractor for the Gasoline lamps, if they were used every night.

I would again call attention to the necessity of finishing the putting up of street signs on the lamps, or adopting some other plan by which the names of the streets may be known. There is great complaint, particularly in the parts of the city where streets have lately been opened and paved, but the names are comparatively unknown.

I have had made and put up forty-six (46) signs where the names of the streets have been changed, when my attention has been called to the fact, as directed by resolution of the Mayor and City Council, No. 172, 1882.

Ordinance No. 11, approved February 28th, 1882, increasing the number of superintendents from four (4) to five (5), and dividing the city into five districts, has been quite an advantage in securing prompt attention to the duties of the lamplighters. I am much indebted to the superintendents, and desire to express my thanks for the kind manner in which they have attended to every request made to them.

While there is a reported balance to the credit of the department, of ninety-four hundred and two dollars and ninety-six cents ($9,402.96), there are bills against the same that will not be due until January 31st, 1883. I

would ask that the amount reported as unexpended be re-appropriated to the gas and electric light account for 1883.

Respectfully submitted,

F. W. KING,
General Superintendent of Lamps, &c.

LIST OF TABLES

Annexed to the Report of the General Superintendent of Lamps and Inspector and Sealer of Gas Meters for the year ending December 31, 1882.

Table A exhibits the number and size of gas meters inspected and sealed; also, rejected, being incorrect or otherwise out of order.

Table B shows the amount received by the department and paid to the City Register on the warrant of the Comptroller, from January 1 to December 31, 1882.

Table C exhibits the amount of appropriations and amounts expended, with balance unexpended.

Table D shows the amounts required for the year ending December 31, 1883.

Table E shows the length and size of gas mains laid, as directed by resolutions of the Mayor and City Council, reported by the gas company, from January to December, 1882, inclusive.

TABLE A.

Exhibits the Number and Size of Gas Meters inspected; also, rejected, being incorrect or otherwise out of order.

	Size and Number of Meters Inspected and Sealed.												
Number of lights.....	2	3	5	10	20	30	45	60	80	100	150	200	250
	64	5164	7012	700	223	69	73	42	5	34	6	1	1

	Size and Number of Meters Rejected, being Incorrect or otherwise out of order.							
Number of lights.	2	3	5	10	20	30	45	60
	4	59	103	30	7	4	2	1

In addition to the above, there were forty-seven (47) street lamp meters taken out of position and tested. Twenty-seven (27) of which were incorrect or out of order.

TABLE B

Shows the amount received by the Department and paid to the City Register on the warrant of the Comptroller, from January 1 to December 31, 1882.

Inspecting Gas Meters	$3,659 50
Repairs of Lamps	83 53
	$3,743 03

TABLE C

Exhibits the amount of Appropriations and amounts Expended, with balance unexpended.

	DR.	CR.
Lamp-Pillars and Lamp Account	$21,304 99	$22,501 05
Balance	1,196 06	
	$22,501 05	
Gas and Electric Light Account	$173,793 10	$182,000 00
Balance	8,206 90	
	$182,000 00	
Keeping General Superintendent's Horse and Wagon	$300 00	$300 00

TABLE D

Shows the amounts required for the year ending December, 1883, in addition to the unexpended balance.

Lamp-pillars and lamps, including gasoline lamp supplies and repairs, gas and gasoline posts, lamps or lanterns, repairs of gas lamps, street signs, globes and incidentals	$ 22,000 00
Gas and electric lights, including gas for street lamps, markets, halls, bridges, squares, &c	210,737 50
Keeping General Superintendent's horse and wagon	300 00

TABLE E

Showing the Length and Size of Gas Mains laid and reported by the Consolidated Gas Company, as directed by Resolutions of the Mayor and City Council, from January 1 to December 31, 1882.

	Feet.	Inches.
February 1st—Bloom street, south side, from Druid Hill avenue to Bouldin alley	624	4
Cross street, north side, from Leadenhall street to Creek alley	156	4
Eutaw Place, east side, from Presstman street to North avenue	396	4
Oliver street, west side, from McMechen street to North avenue	702	4
Maryland avenue, east side, from Biddle street to Jones' Falls bridge	1044	4
Rose street, south side, from Linden avenue to Jordan alley	180	3
March 3d—Hull street, between Beason and Nicholson streets	468	4
Cross street, between Leadenhall and Hanover streets	384	4

TABLE E—Continued.

	Feet.	Inches.
March 3d—St. Paul street, between the bridge and Townsend street ..	702	4
Centre street, from Front street to the bridge.....	210	4
Fort avenue, between Baltimore and Ohio Railroad tracks and Fort gate.....	455	6
April 3d—Hull street, between Beason and Nicholson streets.....	276	4
Fort avenue, across the Baltimore and Ohio Railroad bridge.....	332 96	4 6
West street, between Ohio avenue and Eutaw street.	180	4
Cross street, from 108, west of Sharp to Ohio avenue.....	504	4
Eastern avenue, from President street to an alley west of same.	186	4
Dock street, from Caroline to Point street.....	696	4
George street, from Schroeder street to Arlington avenue.....	306	4
Chester street, between Monument and Chew streets	792	4
Concord street, from corner Concord and Pratt to Eastern avenue.....	612	4

TABLE E—Continued.

	Feet.	Inches.
May 3d—McElderry street, from Eden street to Central avenue	120	4
Hughes street, from Covington street to the dock	372	4
Dawson alley, from McHenry street to Dover street	192	4
Concord street and Eastern avenue, (as per plat)	144	4
Dolphin street, from John street to Mount Royal avenue	426	4
Central avenue, between Pratt and Bank streets	408	4
Valley street, between Chase and Biddle streets	96	4
Townsend street, to east side of John street	36	4
Mulberry street, between Carrollton avenue and Carey street	270	4
Mount street, from Edmondson avenue south to Second alley	174	4
Carey street, from Baker street north to Female House of Refuge	266½	4
Fort avenue, on each side of the Baltimore and Ohio Railroad bridge	252	6

TABLE E—Concluded.

	Feet.	Inches.
June 2d—Townsend street, from John street to Rutter alley	150	4
Valley street, from Chase street to John street	678	4
Mount street, from Lafayette avenue to Patterson avenue	1,368	4
Mount street, from Lanvale street to Lafayette avenue	312	4
July 3d—Randall street, from Light street to Goodman alley	936	4
Jackson street, from Clement street, 720 feet north	720	4
Lanvale street, from Rutter alley to Mount Royal avenue	186	4
August 5th—Randall street, from Hanover to Clarkson street	300	4
McKim street, from Eager to Chase street	537	4
Concord street, from Chesnut street to Eastern avenue	282	4
December 2d—Chase street, from Constitution street to the bridge	410	4
Watson street, east of Exeter street	264	3

ANNUAL REPORT

OF THE

CITY LIBRARIAN

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

BALTIMORE, January 2, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

I beg leave respectfully to submit for your consideration, this, the annual report of the City Librarian, for the year ending December 31, 1882.

During the past year I have made several additions to our list of the "Baltimore City Directory." This list, if it can be fully completed, will prove both interesting and useful, and I shall relax no effort to obtain the copies that are now lacking.

I have had the Reports of the School Board from 1829 to 1881, inclusive, bound in eleven volumes; also the reports of the Harbor Board in one volume. This work I intend to continue until the reports of the various departments are similarly bound, they being much more convenient for reference.

There have been constructed two additional cases in the room assigned for the use of the City Collector's books and documents, and there is now sufficient space to last for a number of years.

I have also had additional shelving put up in the room used for storing printed copies of the ordinances and resolutions, Council journals, &c.

During office hours, almost all the time of myself and assistant is taken up with the active duties pertaining to the library, filling orders for stationery, &c., searching for papers and documents that are called for from time to time, and giving information to city officers and the general public whenever required to do so. While not thus actively engaged, our spare time is devoted to arranging, endorsing and carefully filing away, in chronological order, all papers and documents in my charge, so that they may be quickly and easily referred to at any time.

Three copies of the City Code have been sold during the year, the proceeds of which, amounting to $15, have been covered into the City Treasury.

A statement is herewith submitted, showing the cost of stationery, blank books and printed matter furnished to the various departments of the City Government during the past year.

Respectfully submitted,

SAMUEL D. SMITH,
City Librarian.

Statement of the cost of Stationery and Printed Matter used during the fiscal year ending December 31, 1882.

Appeal Tax Court	$ 149	11
Baltimore City Jail	205	82
Bayview Asylum	380	73
City Collector	2,273	29
City Comptroller	271	58
City Register	199	67
City Commissioner	246	82
Commissioners for Opening Streets	52	17
Commissioner of Street Cleaning	175	74
City Library	400	84
Clerk Belair Market	1	32
" Centre "	2	96
" Fells Point Market	2	43
" Lexington "	2	94
" Richmond "	2	61
Dog Pound Master		34
Examiner of Titles	15	37
Fire Commissioners	515	35
General Superintendent of Lamps, &c	75	73
Health Department	1,724	91
Harbor Board	177	18
Harbor Master, 1st District	3	96
" " 2d "	2	20
Amount carried forward	$6,883	07

Amount brought forward	$6,883	07
Harbor Master, 3d District	18	40
" " 4th "	13	37
" " 5th "	15	79
Inspector of Buildings	81	00
" " Gas and Illuminating Oils	17	43
Law Department	60	94
Mayor	260	57
Supervisors of Elections	120	06
Superintendent of City Hall	29	32
Amount of appropriation drawn	$7,499	95
" " undrawn		05
Amount appropriated	$7,500	00
Water Department	$1,286	22
Chief Engineer Water Department	253	53
	$1,539	75

ANNUAL REPORT

—OF THE—

BOARD OF MANAGERS

—OF THE—

HOUSE OF REFORMATION & INSTRUCTION

—FOR—

COLORED CHILDREN,

—FOR THE—

Year ending November 30, 1882.

ANNUAL REPORT.

To the Honorable Wm. Pinkney Whyte,
Mayor of the City of Baltimore:

The undersigned, President of the House of Reformation for colored children, herewith begs to present the tenth annual report of the condition, &c., of this Institution for the fiscal year ending November 30, 1882.

At the date of our last annual report—November 30, 1881—the number of inmates under our care was		203
Since that date we have received from the several counties of the State	45	
City of Baltimore	50	
United States Courts	2	
		97
Total		300
There has been discharged during the year	49	
Hired out, rejected, leave of absence, escaped, &c	55	
Deaths	3	
		107
Leaving number in house, November 30, 1882		193

It will thus appear that the number of boys committed to our custody has been about the same as for several years preceding.

In the month of March, we terminated the contract for the labor of the boys in chair-caning, and made a contract with Mr. C. S. Beebe, for the manufacture of baskets by the labor of our smaller boys

This enterprise was started the first of June, and is working to our satisfaction.

During the early part of the month of May, General John W. Horn tendered his resignation as superintendent. He had charge of the Institution in this capacity since the day it was opened, and had managed it successfully during his administration of nearly nine years.

We parted with him with regret.

Captain Thomas B. Burch, of this city, was elected to fill the vacancy, his appointment taking effect June 1—he having had several years experience in work of this kind. He resigned the position September 28, and Captain Isaiah Waggner, of Baltimore, who also had training in the work to which he and his wife were appointed on the first of October. This change in the management was made almost imperceptibly to the inmates, and with no break in the routine or discipline of the Institution.

It gives me pleasure to state, that our Institution was never in such good or effective condition as at this time. Our corps of officers and teachers are trained to the work and interested in it, while the discipline and morale of the boys are all that could be desired. We believe it to be one of the most valuable of our State

Institution; and looking at the results of the past, and what we are now accomplishing, for the small expenditure of money, we assert, with much confidence, that no Institution can show a more economical management of its affairs for the reformation, training, and support of so large a number of inmates as we have had under our care.

Besides the clothing, shoes, caps, &c., made by the boys on the premises, in addition to the duties of the schools, the basket shops, bakery, laundry, &c., we have raised by their labor on the farm, 205 barrels of corn, 28 tons of hay, 1,250 bushels potatoes, 32,000 heads cabbage, and other vegetables and fruit in abundance, for the supply of 250 persons.

Much labor has also been done in the improvement of the farm the past year.

We may safely calculate upon about the average number of 200 boys for the year 1883, which number is fully equal to the capacity of our buildings, &c.

In furtherance of my promise made in the past, I have now the satisfaction to say that, as the result of our economical management, we can carry on the work of the Institution successfully upon an appropriation of ten thousand (10,000) dollars from the City of Baltimore, for the year 1883, instead of the sum of fifteen thousand (15,000) dollars heretofore annually given to us.

I therefore ask the Honorable, the City Council, to appropriate the sum of ten thousand (10,000) dollars towards our maintenance for the year ending November 30, 1883.

ENOCH PRATT, *President.*

ANNUAL REPORT

OF THE

DEPARTMENT

OF

STREET CLEANING

OF THE

CITY OF BALTIMORE,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

OFFICERS AND EMPLOYEES

—OF THE—

Department of Street Cleaning,

For the Year 1882.

JAMES E. CARR,
Commissioner of Street Cleaning.

THOMAS W. CAMPBELL,
Clerk.

Superintendents of Streets:

B. V. KELLY, *1st District.* JOS. P. SCOTT, *2d District.*
MICHAEL FADGEN, *3d District.* JAS. F. BUSEY, *4th District.*
JOHN T. LEE, *5th District.* JOHN MEAGHER, *6th District.*

Superintendents of Dumps:

JOHN HOLDEFER, *Canton.* E. PUMPHREY, *Spring Garden.*
F. P. QUINN, *Back Basin.* J. T. CROPPER, *Eager Street.*
ALFRED FREEDY, *South Baltimore.*

REPORT

—OF THE—

COMMISSIONER OF STREET CLEANING.

REPORT.

DEPARTMENT OF STREET CLEANING—CITY HALL,

BALTIMORE, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

In conformity with the provisions of the ordinance of the Mayor and City Council of Baltimore city, approved February 21, 1882, and agreeably to the authority thereof, I herewith have the honor to submit the first annual report of the Department of Street Cleaning.

This Department, until the passage of the ordinance creating it, was, as you are aware, an adjunct of the Health Department, under the immediate supervision of the Assistant Commissioner of Health; but becoming of such large and vital importance, was severed from that Department, and on the first day of March, 1882, became a separate and distinct branch of our municipal government.

In organizing this new departure, and carrying into effect the intention of your Honorable Body, your Com-

missioner has experienced those difficulties natural to the organization of an entirely new department; still, with the aid of the invaluable suggestions and experience of the Assistant Commissioner of Health, (who has ever been ready and willing to assist,) I feel that the Department is now upon a solid working basis.

The annexed tables will show the work performed and the money expended for the same, together with the number of men and carts employed by the Department during the year, and the amount of work done in each district, with the cost of the same, &c.

Although using the strictest economy in every branch of the Department, I find the amount of money appropriated has been greatly too small for the proper carrying on of the work to be done. No work of the City Government is of greater importance than the proper cleaning of the streets and alleys, and the prompt removal of the garbage and ashes. Upon these, greatly depend the health of the city and much of its reputation abroad, besides largely assisting in enhancing the value of property.

The Department, from its inception, has had to contend with an unprecedented amount of tearing up of the streets and alleys of the city. Never before, in the history of Baltimore, has there been accomplished so much work upon its streets as within the past year. Miles and miles of city passenger railway tracks have been laid throughout the city by the many new rail-

way companies lately organized, until now nearly every thoroughfare has upon it the tracks of some one of the companies ; and the city is bound, as it were, in every direction, by a perfect net-work of iron rails. This great activity of the newly incorporated companies has led to a corresponding movement on the part of the old, who have replaced and repaired their tracks to a very great extent.

The repaving of the streets and alleys has been carried on throughout the year to a greater extent than ever before. Added to this, the gas companies and the Water Department have been continually laying new pipes in almost every section of the city, and besides all this, there has been much activity in the building of new houses in many parts of the town, which has added greatly to keeping the highways in an unclean condition. This great march of public and private improvement has entailed such a large amount of labor upon the Department as to severely tax its capacity to keep within the amount of its appropriation, to accomplish which, the Department has been forced to leave much work undone which should have been performed.

A great drawback has been experienced to the efficient working of this Department, in having to remove the large mass of offal and refuse which accumulates at the several market-houses, after each market day. In a great city like Baltimore, which can boast of a population verging on a half of a million, the refuse from its markets is necessarily of no small amount; it is, therefore, not surprising that this work alone re-

quires two full days out of each week for the entire working force of the Department to accomplish; hence, it will be seen the Department has, in reality, but four days in the week to devote to the cleaning of the streets and alleys.

In this connection, I would most respectfully suggest, that in some way the Department should be relieved of this very onerous duty. The market masters derive a large revenue from the rental of the stalls and booths in their respective markets, (which, by the way, are the sources that give rise to this labor ;) and, it appears to me, they are the ones who should have the houses under their charge, and the adjacent streets used, put in a cleanly condition, and remove all accumulation after each holding of the market. Were this Department relieved of this work, at least one-third more could be accomplished upon the streets, lanes, &c.

A heavy draft was made upon the resources of the Department, in that your Honorable Body failing to provide for the payment of the six months due the contractors, upon the old contract for the removal of garbage below the city, which was always paid by special resolution, and, there being no other way by which the contractors could be paid, the burden fell upon this Department's appropriation, which, amounting to nearly seven thousand ($7000) dollars, forced the men upon short time towards the latter part of the year.

I would particularly call attention to the large number of gutter-platings that are now laid in all parts of the city, at the crossings of the streets. Most of these

plates are upon the lines of the city railway companies, many of which extend the full width of the street and run several feet beyond the corners. These plates are so constructed, that the Department has experienced the greatest labor and expense in keeping them clean. Most of the gutter-troughs under them are so wretchedly made, and so narrow, that they become choked by the ordinary waste water from the houses in the vicinity, and the lighest rain causes them to overflow, and at many points flood the streets for yards around, making the crossing at times impassable, and requiring almost daily attention. Many of these platings are made of wood, and cannot be raised at all; hence, the Department is not able to clean under them. In order, therefore, to clear them of the accumulation of dirt, and rid the neighborhood of an insufferable odor, we have, through the courtesy and kindness of the Fire Department, at such points where it is possible, adopted a system of flushing, by means of a hose attached to one of the city fire plugs; this, however, affords but a temporary relief, and is attended by such a loss of time and consequent expense, as to seriously impede the work of the Department. These wooden plates should indeed be prohibited, excepting at points where they are to be used but temporarily.

As the city is rapidly extending in every direction, dumping grounds become further distant and the length of the hauls have become exceedingly long, thereby allowing the carts to make fewer trips. This, of course, is a great hindrance to rapid cleaning, and adds much to the cost per load removed.

During the year many new streets have been opened and paved, and the number of new houses erected has been very large, the greater portion of which are occupied, adding considerably to the already heavy work to be done by the limited force that the Department is able to employ.

At many points in the city the ground is so depressed that after each rain quantities of mud and dirt collect. Were these points regraded and repaved, much labor would be lifted from the Department.

I would respectfully suggest that a watering cart be supplied each district, to be used in sprinkling the streets in advance of the scrapers and sweepers, so as to prevent the great amount of dust which necessarily arises, and which it is practically impossible to allay by sprinkling with ordinary watering cans, which, under the ordinance of your Honorable Body, approved May 18, 1882, becomes a necessity. These sprinklers would be of the greatest service, and add exceedingly to the comfort of our citizens and protection of property, if used on streets upon which sand has been placed after paving or repaving. This sand, by law, must remain upon the street for a certain length of time. These streets could be watered occasionally, and the neighborhood relieved of the great annoyance of dust and dirt, until the proper time arrives for removing such sand. Your Commissioner but too well remembers the experience, last Summer, of those living along the line of the newly laid railways, not to urge this subject as one of the greatest importance.

The Department has paid much attention to thoroughly cleaning the small courts and alleys of the city, more particularly so in those sections where sickness and disease prevailed; and in the Summer months, in the poorer parts, the Superintendents permitted the people to clean out their cellars and yards, and cast the debris into the streets, to be removed by the city's carts. This has been the means of getting such neighborhoods cleared of offensive matter, that remaining, doubtless would have caused sickness and disease, and has, no doubt, been of much service in improving the sanitary condition of those sections.

The old contract for the removal of garbage below the city, having terminated, the City Council, being of the opinion that it could be done much cheaper, and that more funds could be derived, and with less cost to the Department, from the sale of the street dirt, than by the usual mode of sale, passed an ordinance, approved May 25, 1882, directing, under certain provisions, advertisement to be made, upon the first of June in each year, asking for proposals for the purchase and removal of the garbage and street dirt. Under this ordinance a contract was made with Messrs. Turner & Co. to remove the garbage six miles below the city, by water, for the sum of eight thousand five hundred ($8500) dollars, and to purchase the street dirt for two thousand five hundred ($2500) dollars; or, in other words, removing the garbage and street dirt entire for $6000. This contract being for one year, computing from the 1st of July, 1882, as yet no provision has been made by your Honorable

Body for the payment of the six months, due December 31, 1882. Under the old contract, the price paid by the city for removing the garbage was $13,500 per annum. It will, therefore, be seen that a saving of $5000 has been made to the city; besides, the amount of money received for the street dirt, under this new contract, is about $500 in excess of the receipts of last year, for refuse of all kinds. Added to this, your Commissioner has realized from filling up low land with ashes, &c., and returned to the Comptroller, twenty-five hundred and sixty-nine dollars and seventy-three cents. ($2569.73.)

In conclusion, permit me to say, that notwithstanding the many difficulties the Department has been called upon to surmount, and the meager funds at its command, the city is, considering the wonderful amount of public and private improvement, in an excellent condition; and, compared with other large cities of the Union, can still hold her position in the front rank of clean and healthy cities.

I cannot close this report without expressing my thanks for the hearty co-operation I have received at all times from the Superintendents, and the uniform promptness, with few exceptions, of the men employed.

The following is the estimate of expenses for the Department of Street Cleaning for the year 1883:

126 garbage carts and men	$117,936 00
66 street carts and men	61,776 00
120 sweepers and scrapers	56,160 00
Contract for removal of garbage, &c.	6,000 00
Salaries	9,200 00
Dumps	3,800 00
Tools and Incidentals	1,700 00
	$256,572 00

Respectfully submitted,

JAMES E. CARR,
Commissioner of Street Cleaning.

TABLES.

TABLE A.

Showing the amount of work done, and the number of men and carts employed, and the amount of money expended by the Health Department, during the months of January and February, 1882, and charged to the account of the Department of Street Cleaning.

Total number of loads of garbage and ashes collected and removed	30,123
Total number of loads of street dirt, sand, snow, ice, &c., collected and removed	36,274
Total number of loads of all kinds removed.	66,397
Number of garbage carts employed	115
Number of street carts employed	67
Number of scrapers and sweepers employed.	118
Amount of money expended for removal of street dirt, garbage, &c	$35,754 15
Amount paid by Health Department for salaries of street superintendents for the months of December, 1881, and January and February, 1882	1,500 00
Total amount of money expended during January and February	$37,254 15
Total amount of money received and returned to Comptroller	$125 00

TABLE B.

Weekly Report showing amount of work done in the Street Cleaning Department, the number of men and carts employed in the several Districts, and amount of money expended for the same, from March 1 to Dec. 31, 1882.

FIRST DISTRICT. — B V. KELLY, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Tota Amount of Loads Removed.	Total Amount of Expenditures.
Week ending March 6...	544	755	$288 00	$331 50	16	9	22	1299	$619 50
" " 13...	567	750	288 00	337 50	16	9	23	1317	625 50
" " 20...	539	700	288 00	329 25	16	8	22	1239	617 25
" " 27...	340	715	288 00	317 25	19	12	22	1055	605 25
	1990	2920	$1152 00	$1315 50	67	38	89	4910	$2467 50
Week ending April 3	361	510	$288 00	$289 50	16	8	22	871	$577 50
" " 10...	329	735	288 00	345 00	16	8	22	1064	633 00
" " 17...	352	695	288 00	330 00	16	8	22	1047	618 00
" " 24...	481	735	288 00	342 75	16	8	22	1216	630 75
	1523	2675	$1152 00	$1307 25	64	32	88	4198	$2459 25

Week ending May 1...	520	745	$288 00	$342 75	16	8	22	1265	$630 75
" " 8 .	527	630	288 00	292 50	16	8	22	1157	580 50
" " 15...	494	585	288 00	283 50	16	8	22	1079	571 50
" " 22...	493	675	288 00	307 50	16	8	22	1168	595 50
" " 29...	479	630	288 00	303 00	16	8	22	1109	591 00
	2513	3265	$1440 00	$1529 25	80	40	110	5778	$2969 25
Week ending June 5...	581	625	$288 00	$321 00	16	8	24	1206	$609 00
" " 12...	563	700	288 00	335 25	16	7	24	1263	623 25
" " 19...	531	645	288 00	330 75	16	8	23	1176	618 75
" " 26...	477	600	240 00	315 00	16	8	23	1077	555 00
	2152	2570	$1104 00	$1302 00	64	31	94	4722	$2406 00
Week ending July 3...	483	645	$288 00	$344 25	16	7	24	1128	$632 25
" " 10...	464	640	288 00	342 75	16	7	24	1104	630 75
" " 17 .	454	665	288 00	345 00	16	8	22	1119	633 00
" " 24...	469	735	288 00	327 00	16	8	20	1204	615 00
" " 31...	461	735	288 00	327 00	16	8	20	1196	615 00
	2331	3420	$1440 00	$1686 00	80	38	110	5751	$3126 00

TABLE B.—Continued.

FIRST DISTRICT. B. V. KELLY, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 7...	230	482	$288 00	$259 88	16	8	20	712	$547 88
" " 14...	252	586	288 00	319 50	16	8	20	838	607 50
" " 21 .	420	604	288 00	325 50	16	8	20	1024	613 50
" " 28...	529	700	288 00	327 00	16	8	20	1229	615 00
	1431	2372	$1152 00	$1231 88	64	32	80	3803	$2383 88
Week ending Sept. 4...	529	535	$288 00	$286 50	16	8	21	1064	$574 50
" " 11 .	508	680	288 00	317 25	16	8	21	1188	605 25
" " 18...	675	513	288 00	311 25	16	8	21	1188	599 25
" " 25 ..	536	715	288 00	315 75	16	8	21	1251	603 75
	2248	2443	$1152 00	$1230 75	64	32	84	4691	$2382 75

Week ending October 2.	473	565	$240 00	$261 00	16	8	21	1038	$501 00
" " 9.	428	625	240 00	285 00	16	8	21	1053	525 00
" " 16	387	630	240 00	281 25	16	8	21	1017	521 25
" " 23.	460	735	240 00	292 50	16	8	22	1195	532 50
" " 30.	474	660	240 00	292 50	16	8	22	1134	532 50
	2222	3215	$1200 00	$1412 25	80	40	107	5437	$2612 25
Week ending Nov. 6.....	465	514	$240 00	$294 75	16	8	23	979	$534 75
" " 13.....	482	630	240 00	296 25	16	8	23	1112	536 25
" " 20.....	486	625	240 00	300 00	16	8	23	1111	540 00
" " 27.....	545	540	240 00	300 00	16	8	23	1085	540 00
	1978	2309	$960 00	$1191 00	64	32	92	4287	$2151 00
Week ending Dec. 4.....	488	640	$240 00	$314 25	16	9	23	1128	$554 25
" " 11.....	385	585	192 00	249 75	16	9	22	970	441 75
" " 18.....	471	565	192 00	252 00	16	9	22	1036	444 00
" " 23.....	421	48	192 00	9 00	16	1	..	469	201 00
	1765	1838	$816 00	$825 00	64	28	67	3603	$1661 00

THOS. W. CAMPBELL, *Clerk.*

TABLE B—Continued.

SECOND DISTRICT. — JOSEPH P. SCOTT, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed	Total Amount of Expenditures.
Week ending March 7...	589	540	$378 00	$291 00	21	10	16	1129	$669 00
" " 14...	565	376	378 00	256 50	21	10	16	941	634 50
" " 21 ..	558	344	378 00	247 95	21	10	16	902	625 95
" " 28 .	559	452	378 00	241 50	21	10	16	1011	619 50
	2271	1712	$1512 00	$1036 95	84	40	64	3983	$2548 95
Week ending April 4....	581	510	$378 00	$273 75	21	10	16	1091	$651 75
" " 11....	526	600	369 00	324 00	21	10	16	1126	693 00
" " 18....	527	575	378 00	310 50	21	10	16	1102	688 50
" " 25....	505	600	378 00	324 00	21	10	16	1105	702 00
	2139	2285	$1503 00	$1232 25	84	40	64	4424	$2735 25

Week ending May 2.....	532	550	$378 00	$291 00	21	10	15	1082	$669 00
" " 9.....	528	486	360 00	297 00	20	9	15	1014	657 00
" " 16.....	521	400	360 00	226 50	20	9	15	921	586 50
" " 23.....	540	571	360 00	297 00	20	9	15	1111	657 00
" " 30.....	660	459	360 00	288 00	20	9	15	1119	648 00
	2781	2466	$1818 00	$1399 50	101	46	75	5247	$3217 50
Week ending June 6.....	467	416	$360 00	$283 50	20	9	15	883	$643 50
" " 13.....	443	459	360 00	297 00	20	9	16	902	657 00
" " 20.....	474	432	360 00	297 00	20	9	16	906	657 00
" " 27.....	390	468	300 00	283 50	20	9	15	858	583 50
	1774	1775	$1380 00	$1161 00	80	36	62	3549	$2541 00
Week ending July 3.....	444	612	$360 00	$279 00	20	9	15	1056	$639 00
" " 11.....	408	486	360 00	297 00	20	9	15	894	657 00
" " 18.....	428	472	360 00	284 25	20	9	15	900	644 25
" " 25.....	427	486	360 00	297 00	20	9	15	913	657 00
	1707	2056	$1440 00	$1157 25	80	36	60	3763	$2597 25

TABLE B—Continued.

SECOND DISTRICT. — JOSEPH P. SCOTT, Sup't	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 1.	419	486	$360 00	$297 00	20	9	15	905	$657 00
" " 8.	418	410	360 00	231 00	20	9	15	828	591 00
" " 15.	424	525	360 00	297 00	20	9	15	949	657 00
" " 22.	463	486	360 00	297 00	20	9	15	949	657 00
" " 29.	519	530	360 00	275 25	20	9	15	1049	635 25
	2243	2437	$1800 00	$1397 25	100	45	75	4680	$3197 25
Week ending Sept. 5.....	512	460	$360 00	$254 25	20	9	15	972	$614 25
" " 13.....	514	515	360 00	279 00	20	9	15	1029	639 00
" " 19.....	425	500	360 00	270 00	20	9	15	925	630 00
" " 26.....	407	390	360 00	216 75	20	9	15	797	576 75
	1858	1865	$1440 00	$1020 00	80	36	60	3723	$2460 00

Week ending October 3.	394	440	$300 00	$244 50	20	9	15	834	$544 50
" " 10.	400	450	300 00	250 50	20	9	15	850	550 50
" " 17.	381	450	300 00	246 75	20	9	16	831	546 75
" " 24.	391	492	291 00	237 00	20	9	15	883	528 00
" " 31.	411	460	297 00	253 50	20	9	15	871	550 50
	1977	2292	$1488 00	$1232 25	100	45	76	4269	$2720 25
Week ending Nov. 7.....	436	470	$294 00	$256 50	20	9	15	906	$550 50
" " 14.....	451	352	300 00	247 50	20	9	15	803	547 50
" " 21.....	469	534	300 00	249 00	20	9	15	1003	549 00
" " 28.....	514	540	300 00	250 50	20	9	15	1054	550 50
	1870	1896	$1194 00	$1003 50	80	36	60	3766	$2197 50
Week ending Dec. 5	564	420	$300 00	$205 50	20	9	15	984	$505 50
" " 12	619	432	240 00	208 50	20	9	15	1051	448 50
" " 19	642	432	240 00	204 00	20	9	15	1074	444 00
" " 26.....	634	63	252 00	.....	21	...	..	697	252 00
	2459	1347	$1032 00	$618 00	81	27	45	3806	$1650 00

THOS. W. CAMPBELL, *Clerk.*

TABLE B—Continued.

THIRD DISTRICT. — MICHAEL FADGEN, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending March 8...	533	564	$324 00	$375 00	18	12	21	1097	$699 00
" " 15...	480	550	324 00	382 50	18	11	21	1030	706 50
" " 22 ..	481	632	324 00	393 00	18	12	23	1113	717 00
" " 29...	486	630	321 00	356 25	18	13	23	1116	677 25
	1980	2376	$1293 00	$1506 75	72	48	88	4356	$2797 75
Week ending April 5....	510	876	$324 00	$374 25	18	12	23	1386	$698 25
" " 12.....	508	742	324 00	345 75	18	12	22	1250	669 75
" " 19.....	511	579	324 00	343 50	18	11	24	1090	667 50
" " 26.....	476	711	306 00	364 50	17	11	20	1187	670 50
	2005	2908	$1278 00	$1428 00	71	46	89	4913	$2706 00

Week ending May 3.....	476	696	$306 00	$346 50	17	11	21	1172	$652 50
" " 10.....	418	948	252 00	338 25	14	11	20	1366	590 25
" " 17.....	424	488	252 00	300 75	15	11	21	912	552 75
" " 24.....	356	761	252 00	342 00	14	11	21	1117	594 00
" " 31.....	384	650	249 00	343 50	14	11	21	1034	592 50
	2058	3543	$1311 00	$1671 00	74	55	104	5601	$2982 00
Week ending June 7.....	397	706	$252 00	$339 75	14	11	21	1103	$591 75
" " 14.....	419	700	252 00	341 25	14	11	20	1119	593 25
" " 21.....	365	702	252 00	336 00	14	11	20	1067	588 00
" " 28.....	377	693	210 00	362 25	14	11	20	1070	572 25
	1558	2801	$966 00	$1379 25	56	44	81	4359	$2345 25
Week ending July 5.....	393	815	$252 00	$342 00	14	11	20	1208	$594 00
" " 12.....	417	781	252 00	341 25	14	11	18	1198	593 25
" " 19.....	453	821	252 00	342 00	14	11	21	1274	594 00
" " 26.....	493	800	252 00	341 25	14	11	19	1293	593 25
	1756	3217	$1008 00	$1366 50	56	44	78	4973	$2374 50

TABLE B—Continued.

THIRD DISTRICT. — MICHAEL FADGEN, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 2..	458	811	$252 00	$342 00	14	11	17	1269	$594 00
" " 9..	491	825	252 00	330 75	14	11	21	1316	582 75
" " 16..	498	866	252 00	351 75	14	11	18	1364	603 75
" " 23..	404	826	249 00	353 25	14	11	22	1230	602 25
" " 30..	497	734	252 00	343 50	14	11	22	1231	595 50
	2348	4062	$1257 00	$1721 25	70	55	100	6410	$2978 25
Week ending Sept. 6.....	481	753	$252 00	$351 75	14	11	22	1234	$603 75
" " 13.....	350	800	240 00	363 00	14	11	22	1150	603 00
" " 20.. ..	484	856	252 00	352 50	14	11	21	1340	604 50
" " 27.....	490	836	252 00	351 00	14	11	22	1326	603 00
	1805	3245	$996 00	$1418 25	56	44	87	5050	$2414 25

Week ending October 4.	418	806	$201 00	$324 00	14	11	21	1224	$525 00
" " 11.	464	792	210 00	324 00	14	11	21	1256	534 00
" " 18.	479	621	210 00	322 50	14	11	22	1100	532 50
" " 25.	503	799	210 00	323 25	14	11	22	1302	533 25
	1864	3018	$831 00	$1293 75	56	44	86	4832	$2124 75
Week ending Nov. 1.....	504	811	$210 00	$322 50	14	11	22	1315	$532 50
" " 8.....	499	829	204 00	328 50	14	11	22	1328	532 50
" " 15.....	522	831	210 00	323 25	14	11	22	1353	533 25
" " 22.....	518	816	210 00	322 50	14	11	22	1334	532 50
" " 29.....	518	842	207 00	325 50	14	11	22	1360	532 50
	2561	4129	$1041 00	$1622 75	70	55	110	6690	$2663 25
Week ending Dec. 6.....	462	704	$168 00	$267 00	14	11	22	1166	$435 00
" " 13.....	555	582	168 00	267 00	15	11	22	1137	435 00
" " 20.....	513	685	171 00	264 75	15	11	22	1198	435 75
" " 27. ..	512	70	180 00	19 50	21	1	1	582	199 50
	2042	2041	$687 00	$818 25	65	34	67	4083	$1505 25

THOS. W. CAMPBELL, *Clerk.*

TABLE B.—Continued.

FOURTH DISTRICT. JAMES F. BUSEY, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending March 2...	500	499	$342 00	$391 50	19	8	22	999	$733 50
" " 9...	494	543	342 00	306 75	19	8	22	1037	648 75
" " 16...	486	363	342 00	295 50	19	8	22	849	637 50
" " 23...	492	315	342 00	320 60	19	8	22	807	662 60
" " 30 .	487	492	342 00	282 00	19	9	23	979	624 00
	2459	2212	$1710 00	$1596 35	95	41	111	4671	$3306 35
Week ending April 6....	468	452	$342 00	$351 00	19	9	22	920	$693 00
" " 13....	484	306	342 00	342 75	19	9	22	790	684 75
" " 20....	547	457	342 00	361 50	19	9	22	1004	703 50
" " 27...	604	431	342 00	363 00	19	9	23	1035	705 00
	2103	1646	$1368 00	$1418 25	76	36	89	3749	$2786 25

Week ending May 4	519	435	$342 00	$327 00	19	9	22	954	$669 00
" " 11.....	653	306	348 00	332 25	24	10	28	959	680 25
" " 18	640	184	381 00	184 50	23	9	24	824	565 50
" " 25.....	585	449	378 00	378 00	21	9	24	1034	756 00
	2397	1374	$1449 00	$1221 75	87	37	98	3771	$2670 75
Week ending June 1.. .	754	432	$378 00	$380 25	21	9	24	1186	$758 25
" " 8.....	510	392	378 00	366 75	21	9	25	902	744 75
" " 15.....	454	557	378 00	405 00	21	10	25	1011	783 00
" " 22.....	516	608	378 00	405 00	21	10	27	1124	783 00
" " 29.....	467	595	330 00	407 25	21	10	28	1062	737 25
	2701	2584	$1842 00	$1964 25	105	48	129	5285	$3806 25
Week ending July 6.... .	528	510	$396 00	$396 75	22	10	28	1038	$792 75
" " 13.....	535	535	396 00	402 00	22	10	26	1070	798 00
" " 20.....	560	590	390 00	405 00	22	10	25	1150	795 00
" " 27.....	559	510	396 00	387 75	22	10	25	1069	783 75
	2182	2145	$1578 00	$1591 50	88	40	104	4327	$3169 50

TABLE B—Continued

FOURTH DISTRICT. JAMES F. BUSEY, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 3..	566	520	$396 00	$399 00	22	10	25	1086	$795 00
" " 10..	570	526	396 00	303 00	22	10	25	1096	699 00
" " 17..	587	470	396 00	399 00	22	10	25	1057	795 00
" " 24..	640	555	396 00	403 50	22	10	25	1195	799 50
" " 31..	700	525	396 00	369 00	22	10	26	1225	765 00
	3063	2596	$1980 00	$1873 50	110	50	126	5659	$3853 50
Week ending Sept. 7....	706	550	$396 00	$405 00	22	10	26	1256	$801 00
" " 14....	649	580	396 00	405 00	22	10	25	1229	801 00
" " 21....	708	605	396 00	411 00	22	10	26	1313	807 00
" " 28....	623	432	396 00	305 25	22	10	26	1055	701 25
	2686	2167	$1584 00	$1526 25	88	40	103	4853	$3110 25

Week ending October 5.	596	575	$330 00	$351 00	22	10	26	1171	$681 00
" " 12.	576	575	330 00	357 00	22	10	27	1151	687 00
" " 19.	569	538	330 00	351 00	22	10	26	1107	681 00
" " 26.	562	591	330 00	358 50	22	10	27	1153	688 50
	2303	2279	$1320 00	$1417 50	88	40	106	4582	$2737 50
Week ending Nov. 2.....	551	565	$330 00	$356 25	22	10	27	1116	$686 25
" " 9..	535	645	330 00	358 50	22	10	27	1180	688 50
" " 16....	543	620	330 00	366 00	22	10	28	1163	696 00
" " 23...	536	650	330 00	381 00	22	10	30	1186	711 00
" " 29...	630	775	330 00	381 00	22	10	30	1405	711 00
	2795	3255	$1650 00	$1842 75	110	50	142	6050	$3492 75
Week ending Dec. 7.....	633	823	$330 00	$300 75	22	10	27	1456	$630 75
" " 14.....	660	631	264 00	264 00	22	10	22	1291	528 00
" " 21.....	686	602	198 00	216 00	22	10	24	1288	414 00
" " 28.....	640	28	231 00	....	22	...	...	668	231 00
	2619	2084	$1023 00	$780 75	88	30	73	4703	$1803 75

THOS. W. CAMPBELL, *Clerk.*

TABLE B—Continued.

FIFTH DISTRICT. — JOHN T. LEE, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending March 4...	757	480	$432 00	$305 20	24	8	18	1237	$737 20
" " 11...	746	318	432 00	273 00	24	8	18	1064	705 00
" " 18 .	784	339	432 00	294 75	24	8	18	1123	726 75
" " 25 .	828	437	450 00	269 25	25	8	17	1265	719 25
	3115	1574	$1746 00	$1142 20	97	32	71	4689	$2888 20
Week ending April 1....	870	488	$450 00	$270 75	25	8	17	1358	$720 75
" " 8....	885	528	450 00	294 75	25	8	17	1413	744 75
" " 15....	889	584	450 00	286 50	25	8	17	1473	736 50
" " 22....	789	616	450 00	295 50	25	8	17	1405	745 50
" " 29....	816	669	450 00	288 75	25	8	17	1485	738 75
	4249	2885	$2250 00	$1436 25	125	40	85	7134	$3686 25

Week ending May 6.....	760	703	$375 00	$253 25	25	8	17	1463	$668 25
" " 12.....	591	556	324 00	218 94	19	8	16	1147	542 94
" " 19.....	631	530	336 00	207 75	19	9	16	1161	543 75
" " 26	631	678	342 00	306 75	19	9	17	1309	648 75
	2613	2467	$1377 00	$1026 69	82	34	66	5080	$2403 69
Week ending June 2.. ...	631	665	$339 00	$288 00	19	9	16	1296	$627 00
" " 9.....	671	697	342 00	290 25	19	9	16	1368	632 25
" " 16 ...	727	809	342 00	315 00	19	9	17	1536	657 00
" " 23.....	623	713	285 00	304 50	19	9	17	1336	589 50
" " 30.....	740	702	357 00	312 75	20	9	18	1442	669 75
	3392	3586	$1665 00	$1510 50	96	45	84	6978	$3175 50
Week ending July 7.....	691	720	$360 00	$304 50	20	9	18	1411	$664 50
" " 14.....	725	692	360 00	306 00	20	9	17	1417	666 00
" " 21.....	720	646	378 00	300 00	21	9	18	1366	678 00
" " 28.....	728	684	378 00	308 25	21	9	18	1412	686 25
	2864	2742	$1476 00	$1218 75	82	36	71	5606	$2694 75

TABLE B.—Continued.

FIFTH DISTRICT JOHN T. LEE, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 4..	648	576	$378 00	$294 75	21	9	18	1224	$672 75
" " 11..	656	608	378 00	297 75	21	9	18	1264	675 75
" " 18..	671	542	378 00	308 25	21	9	18	1213	686 25
" " 25..	680	687	378 00	305 25	21	9	18	1367	683 25
	2655	2413	$1512 00	$1206 00	84	36	72	5068	$2718 00
Week ending Sept. 1.....	637	594	$378 00	$300 00	21	9	18	1231	$678 00
" " 8.....	697	576	378 00	294 00	21	9	18	1273	672 00
" " 15.....	675	655	378 00	314 25	21	9	18	1330	692 25
" " 22.....	671	645	378 00	290 25	21	9	18	1316	668 25
" " 29.....	672	622	315 00	265 50	21	9	18	1294	580 50
	3352	3092	$1827 00	$1464 00	105	45	90	6444	$3291 00

Week ending October 6.	589	523	$315 00	$264 75	21	9	18	1112	$579 75
" " 13.	656	630	315 00	263 25	21	9	18	1286	578 25
" " 20.	660	691	315 00	265 50	21	9	18	1351	580 50
" " 27.	588	591	315 00	258 00	21	9	18	1179	573 00
	2493	2435	$1260 00	$1051 50	84	36	72	4928	$2311 50
Week ending Nov. 3.....	585	557	$315 00	$266 25	21	9	18	1142	$581 25
" " 10.....	588	621	315 00	261 00	21	9	18	1209	576 00
" " 17.....	566	549	315 00	271 50	21	9	18	1115	586 50
" " 24.....	578	549	315 00	271 50	21	9	18	1127	586 50
	2317	2276	$1260 00	$1070 25	84	36	72	4593	$2330 25
Week ending Dec. 1.....	592	664	$315 00	$271 50	21	9	18	1256	$586 50
" " 8.....	591	603	252 00	219 00	21	9	18	1194	471 00
" " 15.....	620	567	252 00	219 00	21	9	18	1187	471 00
" " 22.....	602	522	252 00	166 50	21	9	18	1124	418 50
" " 29.....	681	252	240 00	.....	20	...	...	933	240 00
	3086	2608	$1311 00	$876 00	104	36	72	5694	$2187 00

THOS. W. CAMPBELL, *Clerk.*

TABLE B—Continued.

SIXTH DISTRICT. — JOHN MEAGHER, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending March 3...	587	662	$324 00	$249 75	18	9	17	1249	$573 75
" " 10...	572	706	324 00	273 00	18	9	20	1278	597 00
" " 17...	592	625	324 00	228 75	18	9	17	1217	552 75
" " 24 .	580	714	324 00	213 00	18	9	16	1294	537 00
" " 31...	566	539	324 00	220 50	18	9	18	1105	544 50
	2897	3246	$1620 00	$1185 00	90	45	88	6143	$2805 00
Week ending April 7.. .	586	796	$324 00	$306 75	18	9	17	1382	$630 75
" " 14....	566	704	324 00	248 25	18	9	16	1270	572 25
" " 21....	591	808	324 00	293 25	18	9	17	1399	617 25
" " 28. .	615	872	324 00	319 50	18	9	18	1487	643 50
	2358	3180	$1296 00	$1167 75	72	36	68	5538	$2463 75

Week ending May 5....	599	728	$324 00	$253 50	18	9	16	1327	$577 50
" " 13....	839	576	450 00	225 00	25	6	16	1415	675 00
" " 20....	885	776	486 00	254 25	27	9	17	1661	740 25
" " 27....	849	731	486 00	255 00	27	9	18	1580	741 00
	3172	2811	$1746 00	$987 75	97	33	67	5983	$2733 75
Week ending June 3.....	884	816	$486 00	$283 50	27	10	17	1700	$769 50
" " 10.....	927	884	504 00	304 50	28	9	17	1811	808 50
" " 17.....	972	972	504 00	312 00	28	9	17	1944	816 00
" " 24.....	969	728	420 00	268 50	28	9	19	1697	688 50
	3752	3400	$1914 00	$1168 50	111	37	70	7152	$3082 50
Week ending July 1.....	943	890	$504 00	$306 75	28	9	20	1833	$810 75
" " 8.....	760	816	486 00	288 75	27	10	18	1576	774 75
" " 15.....	771	846	486 00	304 50	27	10	19	1617	790 50
" " 22.....	754	880	486 00	313 50	27	10	18	1634	799 50
" " 29.....	757	888	486 00	310 50	27	10	18	1645	796 50
	3985	4320	$2448 00	$1524 00	136	49	93	8305	$3972 00

TABLE B—Concluded.

SIXTH DISTRICT. — JOHN MEAGHER, Sup't.	Garbage and Ashes Removed.	Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
Week ending August 5..	733	656	$486 00	$240 75	27	10	18	1389	$726 75
" " 12..	740	750	486 00	291 00	27	11	19	1490	777 00
" " 19..	745	832	486 00	288 00	27	10	17	1547	774 00
" " 26..	797	938	486 00	302 25	27	10	19	1735	788 25
	3015	3176	$1944 00	$1122 00	108	41	73	6191	$3066 00
Week ending Sept. 2....	775	767	$486 00	$267 75	27	10	19	1542	$753 75
" " 9....	830	860	486 00	286 50	27	10	19	1690	772 50
" " 16..	825	825	486 00	301 50	27	10	19	1650	787 50
" " 23...	828	754	504 00	273 75	28	9	18	1582	777 75
" " 30...	781	570	504 00	226 50	28	9	18	1351	730 50
	4039	3776	$2466 00	$1356 00	137	48	93	7815	$3822 00

Week ending October 7.	760	675	$420 00	$269 25	28	9	18	1435	$689 25
" " 14.	726	675	420 00	264 00	28	9	18	1401	684 00
" " 21.	717	675	336 00	267 00	28	9	18	1392	603 00
" " 28.	690	635	420 00	268 50	28	9	19	1325	688 50
	2893	2660	$1596 00	$1068 75	112	36	73	5553	$2664 75
Week ending Nov. 4.....	679	675	$420 00	$255 75	28	9	18	1354	$675 75
" " 11.....	688	720	420 00	268 50	28	9	19	1408	688 50
" " 18.....	715	720	420 00	262 50	28	9	18	1435	682 50
" " 25.....	807	810	420 00	268 50	28	9	19	1617	688 50
	2889	2925	$1680 00	$1055 25	112	36	74	5814	$2735 25
Week ending Dec. 2.....	875	765	$420 00	$263 25	28	9	18	1640	$683 25
" " 9.....	921	450	420 00	166 50	28	9	18	1371	586 50
" " 16.....	964	486	336 00	196 50	28	9	18	1450	532 50
" " 23.....	972	432	252 00	166 50	28	9	18	1404	418 50
" " 30.....	695	307	252 00	.....	28	...	...	1002	252 00
	4427	2440	$1680 00	$792 75	140	36	72	6867	$2472 75

THOS. W. CAMPBELL, *Clerk.*

TABLE C.

Monthly Reports of Work done in the Department of Street Cleaning, for each Month, from March 1st to December 31st, 1882.

Month Ending	No. Loads Garbage and Ashes Removed.	No. Loads Street Dirt, Sand, &c., Removed.	Cost of Removal of Garbage.	Cost of Removal of Street Dirt, Sand, &c.	Number of Garbage Carts Employed.	Number of Street Carts Employed.	No. of Scrapers and Sweepers Employed.	Total Amount of Loads Removed.	Total Amount of Expenditures.
March 31.....	14,712	14,040	$9,033 00	$7,782 75	101	49	102	28,752	$16,815 75
April 30.....	14,377	15,579	8,847 00	7,989 75	116	55	117	29,956	16,836 75
May 31.....	15,534	15,926	9,141 00	7,835 94	118	52	116	31,460	16,976 94
June 30.....	15,329	16,716	8,871 00	8,485 50	118	55	119	32,045	17,356 50
July 31.....	14,825	17,900	9,390 00	8,544 00	120	56	119	32,725	17,934 00
August 31.....	14,755	17,056	9,645 00	8,551 88	120	57	116	31,811	18,196 88
September 30.....	15,988	16,588	9,465 00	8,015 25	120	56	120	32,576	17,480 25
October 31.....	13,752	15,899	7,695 00	7,476 00	121	56	120	29,651	15,171 00
November 30.....	14,410	16,790	7,785 00	7,785 00	121	56	122	31,200	15,570 00
December 31.....	16,398	12,358	6,549 00	4,710 75	118	48	99	28,756	11,259 75
	150,080	158,825	$86,421 00	$77,176 82				308,932	$163,597 82

THOS. W. CAMPBELL, *Clerk.*

TABLE D.

RECAPITULATION.

Total number of loads of garbage and ashes collected and removed during the months of January and February, 1882	30,123
Total number of loads of street dirt, sand, &c., collected and removed during the months of January and February, 1882,	36,274
Total number of loads of garbage and ashes collected and removed during the 10 months, from March 1 to December 30, 1882, inclusive	150,080
Total number of loads of street dirt, sand, snow, ice, &c., collected and removed during the 10 months, from March 1 to December 30, 1882, inclusive	158,852
Total number of loads of all kinds removed during the 12 months, ending December 30, 1882	375,329

TABLE D—Concluded.

Total amount paid for collecting and removing garbage and ashes during January and February, 1882	$17,535 00
Total amount paid for collecting and removing street dirt, ice, &c., during January and February, 1882	17,053 65
Total amount paid for collecting and removing garbage and ashes during 10 months, from March 1 to December 30, 1882, inclusive	86,421 00
Total amount paid for collecting and removing street dirt, sand, &c., during 10 months, from March 1 to December 30, 1882, inclusive	77,176 82
	$198,186 47
Amount of money received for refuse during January and February, 1882	$125 00
Amount of money received for refuse from March 1 to December 30, 1882	2,569 73
Total amount received during 1882	$2,694 73

THOS. W. CAMPBELL, *Clerk.*

TABLE E.

Showing the amount of Animal and Vegetable Garbage delivered to Contractors at Canton.

MONTHS.	CANTON DUMP.	No. of Loads. Garbage.	No. of Loads. Markets	TOTAL.
January	J. Holdefer, Sup't ...	361	51	412
February	" "	369	43	412
March	" "	393	58	451
April	" "	538	58	596
May	" "	731	63	794
June	" "	951	85	1,036
July	" "	1,285	142	1,427
August	" "	1,460	171	1,631
September	" "	1,948	233	2,181
October	" "	950	230	1,180
November	" "	660	192	852
December	" "	576	152	728
		10,222	1,478	11,700

TABLE E—Concluded.

Showing amount of Animal and Vegetable Garbage delivered to Contractors at Spring Gardens.

MONTHS.	SPRING GARDEN DUMP.	No. of Loads Garbage.	No. of Loads Markets.	TOTAL.
January.....	E. Pumphrey, Sup't.	355	27	382
February.....	" "	314	25	339
March.....	" "	387	49	436
April..	" "	556	151	707
May.....	" "	647	156	803
June.....	" "	1,091	272	1,363
July.....	" "	1,563	225	1,788
August	" "	2,289	248	2,537
September....	" "	3,328	275	3,603
October.....	" "	1,484	203	1,687
November....	" "	678	124	802
December.....	" "	396	82	478
		13,088	1,837	14,925

Total number of loads delivered at Canton and Spring Garden dumps, 26,625.

THOS. W. CAMPBELL, *Clerk.*

TABLE F.

Showing Disbursements for the twelve months, ending December 31, 1882.

Amount paid by Health Department during the months of January and February, and charged to the account of the Department of Street Cleaning, for removing garbage, ashes, street dirt, &c., and for dumps, tools, incidentals, &c	$35,754 15
Amount paid by Health Department for salaries of Superintendents for the months of December, 1881, and January and February, 1882	1,500 00
Total amount expended for collecting and removing garbage, ashes, street dirt, &c., &c., during 10 months, ending December 31, 1882	163,597 82
Amount expended for dumps during 10 months, ending December 31, 1882	3,194 00
Amount expended for salaries during 10 months, ending December 31, 1882	6,487 36
Amount expended for tools and incidentals during 10 months, ending December 31, 1882	1,241 88
Paid Turner & Co. for removal of garbage on account of old contract	6,750 00
	$218,525 21

TABLE F—Concluded.

Amount of appropriation for the Department of Street Cleaning for 1882.....	$218,541 60
Amount of appropriation expended....	218,525 21
Unexpended balance.....	$ 16 39

THOS. W. CAMPBELL, *Clerk.*

ANNUAL REPORT

OF THE

INSPECTOR OF BUILDINGS

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

OFFICE INSPECTOR OF BUILDINGS—CITY HALL,

BALTIMORE, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

In compliance with the requirements of Ordinance No. 9, 1863, I have to submit for your consideration the following report of the operations of this Department of the City Government, during the fiscal year ending December 31, 1882.

CONSTRUCTION OF PUBLIC SCHOOL HOUSES.

The new school house, corner of Charles and Ostend streets, which was in course of construction at the date of my last annual report, was completed and turned over to the proper authorities in May last.

Public School No. 4, Southeast corner of Chew and McDonogh streets, was also completed in August last, and accepted and turned over to the School Commissioners.

Female Grammar School No 16 has also been recently completed and accepted by me, and turned over to the School Commissioners.

Male and Female Primary No. 14, at Linden avenue and Wilson street, was placed under contract with Joseph S Tucker, in April last, for the sum of $20,260, and is now approaching completion. An unexpected obstacle to its more speedy construction was encountered in the difficulty of securing a good foundation, rendering it necessary to go to an unusual depth, thereby incurring expense somewhat beyond the appropriations, which will have to be provided for by your Honorable Body.

All of these buildings have been erected in strict conformity with the specifications, and in my judgment, compare favorably with any of the Public School houses heretofore erected, in point of material, workmanship and style of finish.

REPAIRS OF PUBLIC SCHOOLS.

The repairs of Public School houses has been thorough and complete, and I feel warranted in saying that they are now all in perfect condition for the comfort and convenience of teachers and pupils. Many of them have been painted inside and out, and I do not know of one now in need of this improvement.

Baltimore City College has been handsomely improved by the frescoing of the corridors and several of the class-rooms, and by the erection of a retaining wall in the rear.

Grammar Schools Nos. 4 and 6 have both been improved by the erection of additional class-rooms; and Primary No. 13 by additional retiring rooms for the teachers; and closets and cupboards have been erected at the Eastern Female High School for the convenience of the attendants.

Wells have been dug and new privies erected at Grammar No. 8 and No. 11, and an iron fence has been put up at No. 2, Charles and Ostend streets, and new fences erected at Nos. 10 and 17.

The removal of several small tenements in rear of the City College, by which a large space of ground is added to the premises, will involve considerable outlay for grading and paving, and for the building of a heavy retaining wall eight to ten feet high, and about a hundred feet in length.

REPAIRS OF ENGINE HOUSES.

The Engine and Truck houses have been kept in thorough repair by partial reflooring and repairs of stalls, and several of them repainted. At No. 7, an entire new floor was laid, and at No. 8, an additional shed was erected for apparatus; also a new fence and shed at No. 5.

A well was dug at No. 1, and a drain to convey the water into it from the cellar. The front entrance of No. 6 was paved with Belgian blocks, and a manure pit dug at No. 13.

Considerable expense was incurred in digging a drain and erecting a sewer, of about 1000 feet in length, to the

harbor, at No. 11 Engine House, in order to relieve the cellar of a constant overflow of stagnant water.

No. 1 Truck House was altered and considerably improved by taking out the back wall and erecting a new sitting-room for the firemen. A manure pit was also dug here, and platforms and bins erected for fuel.

REPAIRS OF MARKET-HOUSES.

By Ordinance No. 78, I was directed to have suitable sheds erected at Lexington Market, between Green and Pine streets. This work has been well done at a cost within the appropriation; and four additional sheds were secured, which have been sold for $2550, thereby realizing more than one-half the cost of erecting the sheds.

Belair Market was also improved as specially directed by Resolution No. 89, by the erection of yellow pine ceiling in the shed between Gay and Low streets; all the other market-houses have been kept in good repair.

Hollins-market Hall was improved, as specially directed by Resolution 105, April 14, by the erection of a new stage, new stoves, painting, &c.

QUARANTINE HOSPITAL.

By Ordinance No. 8, approved February 23, 1882, the sum of $27,000 was appropriated for the erection of suitable buildings for a quarantine hospital and boarding station at Little Hawkins' Point. In conformity therewith, a contract was entered into with Messrs.

Philip Walsh & Sons, for the erection of a hospital building, physician's residence, boatmen's house and stable, for the sum of $23,171.

These buildings are all now receiving the finishing touch of paint, &c, and will be turned over to the proper authorities in a very few days. A well has been dug, affording an abundant supply of water, and the grounds cleared. The heating and cooking apparatus have yet to be introduced, but the work yet to be done will not make the cost exceed the appropriation.

BAYVIEW.

In conformity with ordinance 33, April 4, 1882, making the Inspector of Buildings a party to all contracts entered into by any of the departments of the City Government, and for the alteration and repairs of all public buildings, the completion of the addition to Bayview Asylum was turned over to this Department in May last, and I have proceeded with the work as far as the means at my command enabled me to do. The floors have all been laid, bridged and countersealed; gas and water-pipes introduced throughout; Lima teil partitions all put up; door jambs set; bottom flights of sash all in, painted and glazed. The entire lath work roughed on, and the first floor plastering completed. Iron columns have been set up in the first and second floors, for the greater strength and security of the building, and perforated iron sills introduced at the doors, along the corridors, for the better ventilation of the building.

CITY HALL.

The corridors of the main floor, and the stairways leading thereto, together with the Mayor's apartments, and those of the City Register and Comptroller, and some other offices, have been handsomely painted and decorated, and rendered very attractive by the improvement. Shelving and book cases were put up in the Librarian's Department, as directed by resolution No. 106. Alterations and improvements have been made in the rooms of the Register and in the Water Department's offices, and the furnaces and apparatus for heating the building overhauled and put in good order.

COURT HOUSES.

The Criminal Court room has been frescoed, and additional rooms provided for female prisoners and attendants, and very much improved by a change in the entrance.

Several additional book cases and closets have been put up in the Record Office, and the rooms painted and partially papered.

Some improvements were also made in the City Court rooms by painting, papering, new flooring, &c.

CITY JAIL.

Twenty-five hundred dollars was appropriated for repairs of the City Jail, which has been expended in pointing the entire building; paving a roadway inside the walls, and also paving footways inside and out; in

repairing the main roof, and building a new tin roof on the laundry.

This building requires painting throughout.

CESS-POOLS.

The cleaning of the cess-pools of the Public Schools was turned over to this Department by Resolution No. 142, May 4th, and the matter has received my best attention. Every school house was visited and the wells emptied to a sufficient depth for all purposes, at an expenditure of three-fourths only of the appropriation for that purpose.

RENUMBERING HOUSES.

I am continually called upon with complaints on this subject; and the grievances and inconvenience to which citizens are subjected by the irregularity of the numbers, and the frequent repetition of the same number on one street, ought by all means to be abated. Instances are related to me of losses of parcels, or of business, by these irregularities, and I can but reiterate the suggestion I made in my last annual report, to adopt the decimal system of numbering the houses.

PROVISION FOR THE GREATER SECURITY OF LIFE AND PROPERTY.

By Act of the Legislature, approved March 20, 1882, I was authorized and directed to visit and inspect all theatres, public halls, churches and buildings used for public assemblages, and all manufactories employing twenty-five or more persons, for the purpose of ascer-

taining whether such buildings have sufficient means of egress in case of fire or of panic from any cause.

I have accordingly prepared a circular to be served at all places which I shall find deficient in the means of exit, and propose to set about this examination immediately. I estimate that there are not less than five or six thousand such visits to be made, and apprehend that it will require more than the force now at my disposal to accomplish the work effectually.

UNLAWFUL BUILDINGS AND DANGEROUS WALLS.

During the year I have inspected two hundred and forty houses in course of erection, and found many of them being built in direct violation of law as to the thickness of partition and other walls, and the abuting of joists through such walls. In all cases I have insisted on these infringements being remedied without regard to the inconvenience or the expense it may be to the builder.

The only effectual remedy against this grievance, will be to abolish the law allowing four-inch walls to be built, which I earnestly recommend.

I have inspected and condemned, or ordered to be repaired, about 180 dangerous walls, and observe a general disposition on the part of citizens to comply promptly with the notices I have issued to that effect.

THE MONUMENTS.

The Washington Monument requires immediate attention; the pedestal needs recaulking for the preser-

vation of the structure, and the pavement of the enclosure requires some repairs. The Battle Monument is also in need of cleaning.

THE ASSISTANT INSPECTOR.

The appointment of an Assistant Inspector of Buildings, which took effect in May last, has proved to be of invaluable aid in the proper and effective conduct of the affairs of this Department; especially in view of the increased duties assigned to it, which were formerly entrusted to other departments. By his efficient and assiduous aid, the construction of new buildings, and the alterations and repairs of others, have been kept under close supervision, and I feel warranted in the assurance that the value of his services far outweighs the cost of them to the city.

The sum required for this Department for the year 1883, is $87,238.06, as set forth in table B, accompanying this report.

Table A shows the amount appropriated for specific objects during the past year, and the amounts expended; and table C details the revenues of this office and the number and character of the permits issued.

Respectfully submitted,

JOHN S. HOGG,
Inspector of Buildings.

TABLES.

TABLE A.

Showing the Amount of Appropriations for this Department for the year 1882, *and the Disbursements to* 31*st December,* 1882.

OBJECT.	APPROPRIATED	EXPENDED.	BALANCE UNEXPENDED.
For addition to Bayview Asylum	$20,000 00	$19,887 50	$ 112 50
" building Quarantine Hospital	21,000 00	15,871 94	5,128 06
" completing Public School No. 2	10,992 88	10,992 88	.....
" " " No. 4	16,684 00	16,684 00	.....
" " " No. 16	11,000 00	10,993 85	6 15
" " " No. 14	21,000 00	15,257 45	5,742 55
" repairs of Public Schools	10,000 00	8,812 06	1,187 94
" repairs of Court Houses	3,000 00	2,451 20	548 80
" repairs of Market Houses	4,150 00	2,874 01	1,275 99
" repairs of Engine Houses	11,000 00	10,057 09	942 91
" repairs City Jail	2,500 00	2,451 69	48 31
" repairs City Hall	2,750 00	2,721 97	28 03
" improvements Librarian's apartments	550 00	484 58	65 42

For repairs Belair Market	1,200 00	1,174 00	26 00
" repairs Hollins Hall	200 00	200 00	.....
" improvement Lexington Market	5,000 00	4,814 52	185 48
" repairs of Clock Northwestern Station	90 00	90 00	.....
" cleaning Cess-pools	2,000 00	1,467 50	532 50
" Salaries	4,125 00	3,979 15	145 85
" Incidental Expenses	300 00	299 01	99
	$147,541 88	$131,564 40	$15,977 48

TABLE B.

Showing the Amount Required for this Department for the year 1883.

For the completion of the addition to Bay-view Asylum	$35,000 00
" building of Quarantine Hospital	11,128 06
" completion of Primary School No. 14	6,660 00
" general repairs of Public Schools	10,000 00
" " Engine Houses	5,500 00
" " Market Houses	3,250 00
" " Court Houses	1,800 00
" " City Hall	4,500 00
" " City Jail	1,600 00
" " Monuments	800 00
" cleaning Cess-pools	2,000 00
Salaries	4,500 00
Incidental Expenses	500 00
	$87,238 06

TABLE C.

Showing the Revenue of this Office for the year 1882, *and the number of Permits issued.*

15 Bay Windows, from ground....		$1,500 00
18 Bay Windows, upper.....		180 00
50 Telegraph Poles		100 00
319 Signs..		638 00
607 frame sheds and additions.....		2,508 43
65 Steam Boilers and Engines		.....
27 Awnings.		....
Received for Advertising	$2,167 00	
Paid for Advertising.....	1,140 74	
		$1,026 26
		$5,952 69
Received for old Material		750 09
Net Revenue for 1882.....		$6,702 78

ANNUAL REPORT

OF THE

CITY COLLECTOR,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

TAX DEPARTMENT—CITY COLLECTOR'S OFFICE,

Baltimore, January 2, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

I have the honor to submit, for your consideration, a statement of the operations of this Department for the fiscal year ending December 31, 1882.

The amount received from all sources during the year was $3,516,705.51.

On the levy of 1878—present basis $227,505,231—the total collections have reached $99\frac{96}{100}$ per cent.

On the levy of 1879—present basis $230,369,061—the total collections are $99\frac{40}{100}$ per cent.

On the levy of 1880—present basis $237,287,346—the total collections amount to $\$96\frac{50}{100}$ per cent.

On the levy of 1881—present basis $243,033,266—the total collections amount to $90\frac{88}{100}$ per cent.

On the levy of 1882—basis $246,234,056—the collections from May to December 31, 1882, amount to $72\frac{93}{100}$ per cent. Deducting amount of Plant, $574,867, which is exempt from city taxation, makes the percentage $73\frac{10}{100}$ per cent.

Table A shows the monthly collections of both city and State taxes for the past fiscal year, amounting in the aggregate to $3,925,710.42. Of this sum the city's proportion was $3,516,705.51, and the State's $409,004.91.

Table B gives the basis of the various levies, on which collections have been made during the past year, with the amount collected on each levy; also the gross amount received for opening, closing and widening streets and alleys, and for paving streets, &c.

By this table it will be seen that there has been collected—

On account of taxes in arrears.	$ 883,102 41
On account of levy of 1882.	2,460,164 03
For opening, closing and widening streets.	94,829 75
For paving and grading streets and alleys	78,609 32
Total collections for the city.....	$3,516,705 51

Table C shows the rate of tax per hundred dollars, and the various items of the several levies from 1876 to 1882, inclusive.

Table D is an exhibit of the monthly receipts on the several levies, from 1876 to 1882, inclusive; also, of the receipts for opening and closing streets and alleys, and for paving streets and alleys.

Table E exhibits the amounts collected during the past year, in accordance with the rates as shown in table C, divided into separate items forming each levy; also, the amount of interest received on account of taxes in arrear, and the amount of discount allowed for prompt payment of taxes of 1882.

Table F shows the basis, the basis collected upon, and the percentage collected within each year on levies of 1877, 1878, 1879, 1880, 1881 to December 31st, of each year; also, on the levy of 1882, from date of levy to December 31, 1882, inclusive; and on levy of 1881 to December 31, 1882.

Table G shows the percentage collected monthly, from January 1, 1882, to May 1882, on the levy of 1881, and on the levy of 1882, from May to December 31, 1882, inclusive.

Table H gives the receipts for paving streets and alleys, during the past year, amounting to $78,609.32.

Table I gives, in detail, the receipts for opening, closing and widening streets and alleys, from January 1, 1882, to December 31, 1882, aggregating $94,829.75.

The collections of the year 1882 amounted to $72\frac{93}{100}$ per cent. of the levy of that year, as against $74\frac{79}{100}$ per cent. in the previous year, on the levy of 1881. Under the circumstances, this is a gratifying result, for in the year 1881, discounts were allowed to taxpayers on real estate up to December 31st, of that year; whereas, in 1882, all discounts ceased on real estate on September 30, making a marked decrease in receipts during October and November, as compared with the Fall of 1881; for not only was no discount allowed, but no interest being

chargeable until after December 31, the taxpayer had every inducement *not* to pay his bills.

Whilst I do not favor the system of discounts on real estate bills, for the property is always there, and we can make the taxes out of it, yet, if the system is continued, I would recommend that graduated discounts be allowed to the close of the year.

A liberal system of discounts on personal bills seems advisable, as that kind of property is shifting and changing, hard to follow, and liable to the misfortunes of trade.

The decrease in the receipts of taxes in arrears, as compared with the receipts in 1881, is largely accounted for by the fact, that the amount of back taxes was smaller to collect from. In 1881, taxes were being collected for the years 1877 and 1878, when the rate was $1.75, and $1.90, respectively. These years are now barred by limitations; and in 1879, the rate was only $1.50, and the following years only 1.37—thus making the amounts of the bills average, probably, thirty per cent. less, by these lower rates of taxation. In further proof of this fact, I would state that in the year 1881 there were collected 7,212 personal bills of taxes in arrears, whereas in 1882 there were collected 8,261 personal back bills, showing an excess of over 1000 bills collected in 1882, yet the amount realized was considerably smaller.

More personal bills were also collected during the year 1882 on the levy of that year, than were collected in 1881 on that year's levy.

The ordinance passed by the Council in November last, empowering the Law Officers of the city, with the

consent of the Mayor, to sue non-resident corporations for taxes on stocks owned by citizens of Baltimore, bids fair to accomplish good results, and will lead to the collection of some long due taxes, which otherwise would soon have been barred by limitations.

A number of suggestions have been made to the City Council, from time to time, by my predecessors, looking to the more successful and efficient administration of this Department, but they were not acted on. I do not propose to argue them in detail, in this Report, but hope to be able to present them personally to the attention of your Committees. I allude to the urgent need of a renumbering of the houses of the city; the procuring of plats of the several wards of the city; the necessity for more room for our Records and Ledgers, for their better preservation, and ease of reference; the devising of means for reducing the very heavy costs now entailed on delinquent taxpayers on real estate, whose property has to be advertised for sale; the requiring trustees or receivers to report their appointment, as such, to the Collector, &c., &c.

A number of other suggestions might be made to remedy our very defective system of taxation and collection, some requiring legislative action, but it is hoped that the Tax Commission, after their thorough digest of the subject, may recommend such changes as will bring the much needed improvements.

Respectfully submitting the above,

I have the honor to be,

HENRY S. TAYLOR,
City Collector.

TABLES.

TABLE A.

Total City and State Taxes received from January 1, 1882, to December 31, 1882, inclusive.

1882.	CITY.	STATE.	TOTAL.
January	$324,341 27	$41,993 23	$366,334 50
February	138,822 45	15,475 35	154,297 80
March	50,585 68	5,471 28	56,056 96
April	53,923 53	4,908 82	58,832 35
May	1,642,861 73	181,778 23	1,824,639 96
June	166,954 85	19,831 19	186,786 04
July	172,108 35	17,086 14	189,194 49
August	171,259 43	30,783 89	202,043 32
September	135,260 38	15,078 18	150,338 56
October	126,792 79	17,129 92	143,922 71
November	132,467 58	13,066 86	145,534 44
December	401,327 47	46,401 82	447,729 29
	$3,516,705 51	$409,004 91	$3,925,710 42

TABLE B.

Recapitulation of Taxes collected from January 1, 1882, to December 31, 1882, on Levies of 1876, 1877, 1878, 1879, 1880, 1881 and 1882.

	Basis.	Rate per $100	Tax.	Discount.	Net Tax.	Interest.	Total, including Interest and Discount.
1876.							
Direct.....	$ 14,271	180	$ 256 88	.....	$ 256 88	$ 77 07	$ 333 95
1877.							
Real.....	15,987	175	279 77	.....	279 77	68 24	348 01
Personal.	14,462	175	253 08	.....	253 08	64 08	317 16
1878.							
Real.....	770,169	190	14,633 20	.....	14,633 20	2,715 51	17,348 71
Personal.	412,681	190	7,840 92	.....	7,840 92	1,500 18	9,341 10
1879.							
Real.....	11,785,738	150	176,786 06	.....	176,786 06	25,381 63	202,167 69
Personal.	973,286	150	14,599 29	.....	14,599 29	2,312 54	16,911 83
1880.							
Real.....	8,485,823	137	116,255 78	.....	116,255 78	9,946 48	126,202 26
Personal	937,960	137	12,850 05	.....	12,850 05	1,178 75	14,028 80
1881.							
Real.....	30,390,554	137	416,350 60	.....	416,350 60	4,019 21	420,369 81
Personal.	5,467,732	137	74,907 92	.....	74,907 92	825 17	75,733 09
	$59,268,663				$835,013 55		$883,102 41

1882.							
Real.....	$131,568,095	137	1,802,482 91	$38,080 82	1,764,402 09	.....	1,802,482 91
Personal.	48,005,920	137	657,681 12	39,682 05	617,999 07	.....	657,681 12
	$179,574,015			$77,762 87	$3,217,414 71	$48,088 86	$3,343,266 44
	$238,842,678						
Opening, closing and widening streets and alleys.....							94,829 75
Paving streets and alleys..							78,609 32
Total.....							$3,516,705 51

TABLE C.

Rate of Tax per Hundred Dollars.

	1876	1877	1878	1879	1880	1881	1882
Internal Improvements	7	7	.....	.....	.....	.....	.....
Police Department.....	21	22	26	23	20	22	24
Certain Expenses.....	6	11	10	8	9	10	8
Criminal Court.....	3	.....	.....	.....	.....	.....	.....
Public Schools	19	19	17	18	14	17	16
City Poor.....	5	6	7	5	6	9	6
City Direct.....	86	71	67	69	53	55	53
Miscellaneous Stock....	27	30	52	23	31	24	30
Opening Streets.....	3	6	11	4	4	.....	.....
City Hall Sinking Fund	2	2	.....	.....	.....	.....	.....
Funded Debt of 1868...	1	1	.....	.....	.....	.....	.....
	180	175	190	150	137	137	137

TABLE D.

Monthly Receipts of Taxes on the several Levies from 1876 *to* 1882, *inclusive, for Opening and Closing Streets and Alleys, and for Paving Streets and Alleys, from January* 1, 1882, *to December* 31, 1882, *inclusive.*

	1876.	1877.	1878.	1879.	1880.	1881.	1882.	Opening Streets.	Paving Streets.	Total.
January	$333 95	$237 60	$3,837 30	$21 851 04	$20,360 23	$268,321 50	.....	$429 56	$8.970 09	$324 341 27
February	.....	271 80	13,812 32	21,559 31	13,564 67	80,563 35	.....	60 68	8,990 32	138,822 45
March	.....	44 10	4,099 58	14,577 46	10,681 00	16,861 55	.....	1,838 54	2,483 45	50,585 68
April	.....	49 03	3,281 16	12,185 29	8,101 72	20,266 36	.....	2,475 45	7,564 52	53,923 53
May	.....	.....	1,152 90	23,246 15	12,527 87	17,917 27	$1 584,141 97	2,398 85	1,476 72	1,642,861 73
June	.....	.....	.....	29.902 78	9,036 71	13,009 23	104,792 46	7,415 84	2,797 83	166,954 85
July	.....	.....	11 35	33,652 36	11,248 75	14.513 00	83,703 92	23,434 61	5,544 36	172,108 35
August	.....	.....	.....	13 991 84	7,638 39	8,812 85	100,127 31	16 295 74	24,393 30	171,259 43
September	.....	.....	128 73	12,515 13	7,903 07	11 079 84	86.789 73	9,577 46	7,266 42	135,260 38
October	.....	.....	70 41	12,985 76	6,311 21	11.911 67	89,998 56	2,749 23	2,765 95	126,792 79
November	.....	62 64	267 30	7,781 10	13,110 36	14,097 29	79,749 05	12,667 14	4,732 70	132,467 58
December	.....	.....	28 76	14,831 0	19,747 08	18,748 99	330,861 03	15,486 65	1,623 66	401,327 47
	$333 95	$665 17	$26,689 81	$219,079 52	$140,231 06	$496,102 90	$2,460,164 03	$94,829 75	$78,609 32	$3,516,705 51

TABLE E.

Division of Taxes, received from January 1, 1882, to December 31, 1882, inclusive.

	1876.	1877.	1878.	1879.	1880.	1881.	1882.	TOTAL.
Internal Improvements	$9 99	$21 31	.....	.....	.....	.....	.....	$ 31 30
Police Department	29 97	67 00	$3,075 40	$29,345 75	$18,798 40	-$78,888 21	$417,354 94	547,559 67
Certain Expenses	8 56	33 50	1,182 85	10,207 24	8,530 56	35,958 28	139,118 33	194,939 32
Criminal Court	4 28	.....	.....	.....	.....	.....	.....	4 28
Public Schools	27 12	57 84	2,010 82	22,966 26	13,193 28	60,959 10	278,236 65	377,451 07
City Poor	7 14	18 27	828 01	6,379 49	5,654 29	32,272 47	104,338 76	149,498 43
City Direct	122 73	216 17	7,925 10	88,037 27	49,946 04	197,220 57	921,658 80	1,265,126 68
Miscellaneous Stock	38 53	91 36	6,150 83	29,345 74	29,213 73	86,059 89	521,693 68	672,593 76
Opening Streets	4 28	18 27	1,301 11	5,103 60	3,769 53	.....	.....	10,196 79
City Hall Sinking Funds	2 85	6 09	.....	.....	.....	.....	.....	8 94
Funded Debt of 1868	1 43	3 04	.....	.....	.....	.....	.....	4 47
	$256 88	$532 85	$22,474 12	$191,385 35	$129,105 83	$491,258 52	$2,382,401 16	$3,217,414 71
Interest	77 07	132 32	4,215 69	27,694 17	11,125 23	4,844 38	.....	48,088 86
Discount	.....	.....	.....	.....	.....	.....	77,762 87	77,762 87
	$333 95	$665 17	$26,689 81	$219,079 52	$140,231 06	$496,102 90	$2,460,164 03	$3,343,266 44
Opening, Closing and Widening Streets and Alleys	.....	.....	.....	.....	.....	.....	.....	94,829 75
Paving Streets and Alleys	.....	.....	.....	.....	.....	.....	.....	78,609 32
								$3,516,705 51

TABLE F.

Of Percentage collected within the year on Levies of 1877, 1878, 1879, 1880, 1881, to December 31; also on Levy of 1882, from date of Levy to December 31, 1882, inclusive; also on Levy of 1881, to December 31, 1882.

	BASIS.	BASIS COLLECTED UPON.	PER CENT.
1877	$256,105,341	$161,947,188	63.23
1878	249,266,595	151,982,867	60.97
1879	244,043,181	160,128,883	65.61
1880	241,980,638	169,896,579	70.21
1881	247,230,189	184,901,640	74.79
1882, to Dec. 31, 1882	246,234,056	179,574,015	72.93
1881, to Dec. 31, 1882	243,525,433	220,759,926	90.65

TABLE G.

Showing the Percentage collected monthly from January 1, 1882, to May, 1882, on Levy of 1881, and on Levy of 1882, from May to December 31, 1882, inclusive.

	MONTHS.	BASIS COLLECTED UPON.	PER CENT.
1881. $243,525,433	January	$19,585,511	8.04
	February	5,851,280	2.40
	March	1,218,585	.50
	April	1,457,435	.60
1882. $246,234,056	May	$115,630,800	46.96
	June	7,649,085	3.11
	July	6,109,775	2.48
	August	7,308,562	2.97
	September	6,335,017	2.57
	October	6,569,238	2.67
	November	5,821,098	2.36
	December	24,150,440	9.81
		$179,574,015	72.93

Basis, 1882 ..... $246,234,056
Less amount of Plants 574,867

$245,659,189

Amount collected on $179,574,015—equal to $72\frac{93}{100}$ per cent.

TABLE H.

Summary of Receipts for Paving Streets and Alleys, from January 1, 1882, to December 31, 1882.

Paving Marshall street	$	1,269 40
" Charles street		9,147 62
" North street		954 72
" Sharp street		661 14
" Calvert street		25,966 03
" Truxton street		752 02
" St. Paul street		2,736 06
" Binney street		1,719 19
" Light street		546 67
" Clarett street		264 22
" Fayette street		65 34
" Burke street		636 05
" Hanover street		3,270 50
" Oliver street		1,441 52
" Elliott street		132 29
" Mount street		5,947 61
" Cole street		16 80
" Bloome street		764 26
" Valley street		3,140 84
" Saratoga street		465 15
Amount carried forward	$	59,897 43

TABLE H—Concluded.

Amount brought forward	$59,897 43
Paving Robert street	1,265 61
" Broadway	2,757 97
" Central avenue	3,359 86
" Fulton avenue	4,026 85
" North avenue	1,434 44
" Goodman alley	43 14
" Vincent alley	1,331 98
" Stoddard alley	1,948 87
" Morton alley	549 30
" China alley	819 14
Interest on paving	1,174 73
	$78,609 32

TABLE I.

Summary of Receipts for Opening and Closing Streets and Alleys, from January 1, 1882, to December 31, 1882.

Opening	Presstman street	$14,720 65
"	Wolfe street	135 50
"	Race street	4,828 80
"	Cathedral street	23,355 60
"	McElderry street	8,218 24
"	John street	664 72
"	North street	5,717 57
"	Luzerne street	9,959 81
"	Covington street	726 30
"	Carey street	3,980 12
"	Patterson Park avenue	6,158 99
"	Alley from Postoffice avenue to Holliday street	3,303 00
Closing	Tyson alley	597 72
"	Addison alley	455 10
"	Milliman street	1,037 43
"	Joppa road	2,857 88
"	Ferry Point road	8,112 32
		$94,829 75

ANNUAL REPORT

OF THE

HARBOR AND RIVER RELIEF BOARD

OF

BALTIMORE CITY,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

Baltimore, January 23, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

In accordance with law, the Commissioners of the Harbor and River Relief Board of Baltimore have the honor to submit this their annual report. A statement shewing in detail the receipts and disbursements of the Commission, for account of the iceboat "Maryland," has been duly filed with the Comptroller of the city—a summary of which is as follows:

Balance on hand 31st December, 1881.	$ 9,745	13
Appropriated by the State of Maryland.....	10,000	00
Received for convoying services.....	180	00
Received for assisting vessels in distress.....	675	00
	$20,600	13
Paid for repairs to the hull and machinery of the Maryland.	$1,278	79
Pay roll of officers and men.....	4,777	91
Coals, victualling and supplies furnished.....	2,092	42
Fire insurance on the boat.....	1,043	75
Secretary's salary..	200	00
Amount carried forward.....	$9,392	87

Amount brought forward.....		9,392 87
Balance on hand:		
Farmers and Merchants Nat. Bank.	$10,966 15	
Merchants National Bank.....	220 55	
Cash in hand.....	20 56	
		11,207 26
		$20,600 13

Since the date of our last report, the weather has not been for any protracted period so intensely cold as to close the navigation of the Patapsco river and the Chesapeake. The "Maryland," however, has been kept at all times in a thorough state of efficiency, and has rendered valuable service to the commerce of the port, and to vessels in distress bound to and from Baltimore.

The utmost economy is exercised in the working expenses of the Maryland; the services of a regular superintendent, and the rental of an office have continued to be dispensed with, at a saving of over $1600 per annum, and an acting superintendent is only employed during the four months of the year when the "Maryland" is regularly in commission. No appropriation was made for the use of the Commission, and no monies have been drawn from the city during the year 1882. To meet the cost of extraordinary repairs to the "Maryland," now contemplated, and which will be necessary to make in 1883, the sum of ten thousand dollars was appropriated at the last session of the Gen-

eral Assembly. To meet the current expenses of the "Maryland," an appropriation of ten thousand dollars, on the part of the city, is now needed, and we most respectfully ask that provision for this amount be made by your Honorable Bodies.

I. M. PARR,
WM. S. YOUNG,
E. D. BIGELOW,
Commissioners.

ANNUAL REPORT

OF THE

CITY COMMISSIONER,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

CITY COMMISSIONER'S OFFICE—CITY HALL,

Baltimore, January 1, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

Having been appointed by the favor and confidence of his Honor, the Mayor, City Commissioner, and his action having been confirmed by the City Council, on the 1st day of March I entered on the discharge of its duties. The Mayor and City Council having decided this year upon the policy of having all the city work, except the grading, paving and kerbing of new streets, done by day's labor, it, of course, entailed a great deal more service upon every officer connected with this Department, and could only have been brought to what I think has been measurably a success by my efforts being seconded by the willing, careful, systematic and industrious co-operation of every one of its officers, to whom I desire to offer my acknowledgments, and respectfully present an account in detail, as far as possible, of the work done during the year 1882.

After trying to become as familiar as possible, in such a short time, with the wants of the office, I assigned to each

of the Assistant City Commissioners special duties on different parts of the public work, with instructions to report each day, in writing, an account of everything done under their charge, as far as possible, both as to quantity and quality, so that the reports could be recorded and careful attention given to each subject, thus enabling me to compare the cost of the work as it progressed with the appropriation made for it.

The report of our most efficient clerk, John E. Toole, Esq., will show in detail, the amount appropriated and expended for each piece of work, to which your attention is specially invited.

REPAIRING STREETS.

Upon taking charge of this office, I found the streets, particularly in the centre of the city, in bad condition, owing to their being torn up in every direction by individuals and corporations. This is getting to be a question of moment to the city, costing large sums every year, besides keeping the streets always out of repair. The remedy for this appears to me to be the putting the whole charge of repairs of streets in this Department by the passage of an ordinance requiring every person or corporation, before tearing up the streets, to make application, in writing, to this office for a permit, stating, 1st: Name of owner and locality of the proposed improvement requiring the street to be torn up. 2d: Number of square feet to be torn up, and for what purpose. A permit should then be granted by the Commissioner, upon condition that upon the improvement being finished, he shall be notified of the fact, and it shall at once be his duty to cause the street to be repaved at the

expense of the party making the improvement, they giving security for the cost of the paving repairs before the issuing of the permit.

In making this suggestion, I am of course aware that the corporations alluded to have grants from the Legislature in this connection, but, I am advised, that whilst this is so, that the city has full power to say in what manner her streets shall be repaved after being torn up for private benefit. In making the repairs during the year, I directed that attention should first be given to the streets in the business section of the city, and that the repaving should be done in a thorough manner, so that it would not have to be done again for sometime. Pursuing this policy, the Belgian Block pavement on Baltimore street has been relaid from the railroad tracks to kerbstone, and from Harrison street to Green street, and is in first-class condition, except where it has been again torn up. The cobblestone pavement, east from Harrison street, and west from Green street, was also entirely repaved from track to kerb, but by reason of the omnibuses running over it, one wheel on the railroad track and the other wheel in the street, it has become necessary to repair it on this street from Green street to Carey street, and from Harrison street to Caroline street, three times, and it is now in a bad condition in numerous places. I respectfully suggest that some remedy ought to be found for this state of things.

Table D will show in detail the amount of repaving done and materials used in the various streets and alleys of the city during the year. From this table it will be seen that the amount of Belgian block pavement relaid on Baltimore street, was 102,552 square feet. Of this amount the Equita-

ble Gas Light Company paid for 36,453 square feet, and the city for the remainder, or 66,099 square feet. This large amount of work done by the city was made necessary by the street being torn up from time to time for various purposes and never being properly replaced; and when it is known that this street was paved with Belgian blocks but a few years since, it goes to show the justice and necessity of an ordinance such as is spoken of in another portion of this report. It will also appear from the table that there has been 1,982,656 square feet of cobblestones repaved, and 11,777 linear feet of kerb reset. If to this is added the 66,099 square feet of Belgian block repaved on Baltimore street, and paid for by the city, it will show the amount of repaving done to be 2,048,755 square feet. The amount of material used in this work has been 20,889 loads of sand, 3,961¾ perches of stone, and 11,771½ linear feet of gutterstone.

Gross cost of this work to the city $74,979.86.

There was received at this office, and paid to the Comptroller, for paving over Equitable Gas Light Company's pipes, $1,837.50; Consolidated Gas Company's pipes, $109.83; total amount $1,947.33, which, if taken from the gross cost, will show the real cost to the city to have been $73,032.53, or about $3\frac{9}{16}$ cents per square foot. There was also included in this account $1,837.50 for gutter-plates, as per resolution of Mayor and City Council. (See Gutter-plate Account.)

In pursuance of Ordinance No. 41, approved April 14, 1882, providing for repaving Howard street, from Lombard street to Centre street, and Ordinance No. 89, approved May 25, 1882, providing for repaving Charles street, from Chase street to North avenue, and Ordinance No. 76, ap-

proved May 17, 1882, providing for the paving of Maryland avenue, where it intersects North avenue, with Belgian blocks, advertisements were inserted in Baltimore, New York, Philadelphia and Richmond papers, inviting bids for furnishing and delivering the Belgian blocks required for the work, and contracts were made with the following parties for the delivery of blocks in the quantities and at the prices named:

May 15, 1882—Gill & McMahon, of Maryland, 300,000 blocks, at $80.

May 16, 1882—Wm. E. Cavey, of Maryland, 65,000 blocks, at $81.

May 16, 1882—Haggerty & Co., of Maryland, 50,000 blocks, at $80.

May 17, 1882—John Keaveny, of Maryland, 50,000 blocks, at $75.

May 27, 1882—McClenahan & Bros., of Maryland, 200,000 blocks, at $75.

May 29, 1882—Booth Brothers, of New York, 100,000 blocks, at $77.50.

May 15, 1882—Charles Guidet, of New York, 100,000 blocks, at $76.37.

Contracts were also made with the following parties for the delivery of gutter-stone to be used in the above works:

May 22, 1882—McClenahan & Bro., of Maryland, 6,000 feet of gutter-stone, at 30 cents.

May 23, 1882—John Keaveny, of Maryland, 6,000 feet of gutter-stone, at 30 cents.

The contract for furnishing new six-inch kerbstones was awarded to Messrs. Gill & McMahon, at 90 cents per foot.

The work of repaving Howard street, from Lombard street to Centre street, a distance of 3,175 feet, was commenced on the 8th of June, and was pushed vigorously, with some interruptions, due to unfavorable weather, &c., to its completion, on the 11th September, 1882. In many places along the line of the work it was found necessary to raise or lower the old kerbs, (set from time to time by the owners of property in front of their places of business, without due regard to the proper grade,) in order to put the street in the best permanent shape.

Iron-covered gutters, made necessary by this work, were constructed at the intersections of Lombard and Franklin streets, and new flagstone crossings were laid at different points along the line of the work.

The cost of the work done on Howard street, including all labor, material, &c., is as follows:

Total cost		$49,145 80
Less collections		441 75
		$48,704 05
Charges:		
City's third	$12,094 30	
Property-holders, general	23,829 15	
" special	359 46	
Cross streets	12,421 14	
Total amount of paving warrant		$48,704 05

Cost of paving per square yard.....2.62\frac{088}{1000}$.

Cost to property-holders per front foot.....4.64\frac{523}{1000}$.

Total number of blocks used	421,219
" square yards of paving	17,301
" feet of gutter-stone	5,454
" feet of new kerbstone	475
Total number new kerb-circles	12
" square feet of flagging	2,848

In the 17,301 square yards of paving, the gutter-stones are included. The superficial measurement of the gutter-stones alone is 505 square yards; therefore, the actual number of square yards of blocks is 16,796, which give 25 blocks to the square yard. The average size of the blocks is a length of 10 inches, width of 4 inches, and depth of 6½ inches.

The work of repaving Charles street, from Chase street to North avenue, a distance of 3152 feet, was commenced on 14th September and finished on 6th December, 1882. This work is similar in character to that done on Howard street, above described, and was executed in the best manner. It was necessary, at several points, to adjust the lines and grades of the kerbstones, which had not been properly set in the first instance, to make the grades uniform between the cross streets. New six-inch kerbstones were required throughout the entire length of this work, with the exception of a few feet, which had been set previous to its commencement. Covered gutters were constructed at the intersection of Preston street, and flagstones were placed at different points.

A detailed account of the cost of repaving Charles street cannot be given at present, the necessary calculations not having been completed, but I am confident that it will not

be more (and will probably be less) than the cost of the work done on Howard street.

PAVING AT INTERSECTION OF NORTH AND MARYLAND AVENUES.

This work was done at the expense of the city, and has accomplished a much needed improvement, the street at this point having been at times almost impassable.

The cost of the work, including new flagstones, and the adjustment of the adjacent cobblestone pavements, amounts to $1,699.03.

Number of square yards of paving.....	591
Number of Belgian blocks used.....	14,857

REPAVING EUTAW PLACE.

In accordance with Ordinance No. 52, approved May 2, 1882, providing for repaving Eutaw Place or streets with the asphalt blocks of the Maryland Pavement Company, on May 16, 1882, a contract was entered into between the Mayor and City Council and the said company, for the performance of this work. The grading was commenced on 22d of July, and the kerbing and paving of that portion of the work lying between Laurens street and North avenue was completed on January 4, 1883.

The cost of this work is $2.50 per square yard, one-half of which is paid by the city, and one-half by the property-holders.

Regarding the merits of this species of pavement, I can only say that it makes a smooth, even, and comparatively

noiseless roadway; but as it has only been introduced into this city within the last two or three years, I am not prepared to speak from experience, with regard to its capacity to resist the destructive effect of constant wear.

Ordinance No. 59, approved April 27, 1881, for repaving Calvert street, from Pratt street to Madison; and Ordinance No. 55, approved April 27, 1881, for repaving Gay street, from Pratt street to Aisquith street, directed that the said streets be repaved with Camp's Patent Process of Belgian block pavement.

In pursuance of the above ordinances, a contract was entered into between the Mayor and City Council and Messrs. Joseph G. Loane and Company, under date of 21st May, 1881, for the performance of the above, (including the repaving of Sharp street, from Pratt street to Baltimore street, completed in 1881.)

The work of repaving Calvert street, from Pratt street to Franklin street, was completed in 1881, operations being suspended at that point for the Winter. The work was resumed on March 13, 1882, and completed to the south side of Madison street, May 4, 1882.

The cost of repaving Calvert street is as follows:

Proportion paid by the city	$24,550 21
Proportion paid by property-holders	30,365 07
Total	$54,915 28

Contract price per square yard	$2 75
Cost to property-holders per front foot	$4 18[3301]

The repaving of Gay street, from Pratt street to Aisquith street, was commenced on May 8th, and completed on

November 21, 1882. A detailed statement of the cost of this work cannot be given at present, the City Surveyor not having completed his measurement of the same.

The repaving of the above named streets has made improvements much needed, these streets being extensively used by heavy vehicles. In addition to the repaving, the kerb lines and grades were adjusted, and the general form of the streets greatly improved thereby; and new crossings and gutter-plates were put down at the intersections of different cross streets.

I would respectfully recommend that the following streets be repaved the coming season with Belgian blocks:

Baltimore street, east, from Harrison street, and west, from Greene street, to such points as in the judgment of the Mayor and City Council may be proper.

Eutaw street, from Pratt to Dolphin.

Charles street, from Pratt to Madison.

Lexington street, from Charles to Eutaw.

I would also recommend that the streets around the following market-houses be improved as follows:

Lexington market, with Belgian block.

Centre, Richmond, Belair and Cross-street markets, with the most improved asphalt pavement now in use; and would further suggest, that if the Mayor and City Council decide on any of the proposed improvements, or any other that may be thought proper, that the ordinances authorizing the work to be done may be passed early in the session, so that they may be commenced with the opening of Spring.

The city having evidently entered upon the policy of repaving her streets with improved pavements, and the

question as to which is best, having been much discussed, I wrote to a number of well-known civil engineers of this city, asking for their opinion and advice on this subject. I received answers from the following gentlemen, which replies, after thanking them for their kindness and courtesy, I respectfully desire to incorporate into this report, and to which I invite the special attention of the city authorities:

HARBOR BOARD—CITY HALL,

Baltimore, December 1, 1882.

MR. THOS. S. WILKINSON,
City Commissioner.

DEAR SIR:

Owing to my absence from town your note of 21st has remained unanswered.

I think there can hardly be a question as to the propriety and economy of using the Belgian block system for our street pavements generally, though in the upper parts of town (where grades are not too heavy) and notably on Boundary avenue, I am of opinion that a pavement of compressed asphalt will prove durable and economical, with recognized advantages as to smoothness and cleanliness.

I do not think any kind of pavement can be made satisfactory or durable unless the foundations are made solid and are well drained—a point, I think, which has been sometimes overlooked in our city.

I am also of opinion that the joints in the Belgian blocks should be *solidly* filled with sand, and then covered with a heavier mastic than is now used. That is, it should have

about 15 per cent. of asphalt mastic mixed with the refined bitumen, as all the purely bituminous compounds are unstable, and, in my opinion, useless, when used thin enough to "run."

In speaking of asphalt, I mean the natural combination of limestone and bitumen, and not the artificial combinations in the market.

You will, I trust, receive my remarks in the frank and kindly spirit which, I am sure, you dictated your note, and not imagine for a moment that I think I can impart any new ideas on the pavement question; as, judging from the early hours that I have seen you on the recent works of this kind, you are looking into the matter very carefully yourself.

Very truly yours,

N. H. HUTTON.

WATER DEPARTMENT,
CIVIL ENGINEER'S OFFICE—CITY HALL,
Baltimore, November 24, 1882.

THOS S. WILKINSON, Esq.,
City Commissioner.

DEAR SIR:

Referring to your letter of inquiry of November 21, "which is the best pavements for the streets of Baltimore," I would say that, in my opinion, the "Belgian block" form of pavement is the best.

From my experience, I would recommend the medium size block, with close joints, uniformly broken and laid upon a heavy bed of sand.

Very respectfully,

ROBERT K. MARTIN,
Chief Engineer Water Department.

Baltimore, December 5th, 1882.

To THOS. S. WILKINSON, ESQ.,
City Commissioner.

DEAR SIR:

In reply to your letter of November 21st, asking my views as to what is the best pavement for the streets, or more properly the wheelways of Baltimore, looking to the gradual substitution of other and better materials for the cobble stones now generally in use, I will endeavor to set before you plainly such views and conclusions as I have arrived at, not I hope without good reason.

This is a most momentous subject, involving the comfort and cleanliness of the city, and the safety and economy of an enormous street traffic in business, and pleasure.

At this time it is a most important question, looking to the expenditure of the large appropriation made by the city for the improvement of the streets, and which only represents one-third of the aggregate available. The requisites for a good pavement are: durability, smoothness, noiseless-

ness, safety and ease of repair, combined with a fair degree of economy. The varieties of pavement most in use for wheelways in the large cities and towns of the world, are Granite block, Macadam, Wood, Sheet Asphalte, and to some extent Asphalte blocks, which have recently been brought into use. Of the above varieties, *Macadam* may be said to be unfit for city streets, especially under heavy traffic, if anything better is available; it requires exceptional care in the making; very constant care in the maintenance, and is frightfully dusty in dry weather, requiring thorough watering at least twice a day.

M. Malo speaks of the Macadam, in Paris, as follows: "Day by day they try, with incalculable efforts, to perfect Macadam. They have perfected their watering in summer, and sweeping in winter; they have substituted at great cost, granite in place of limestone; they have multiplied their road laborers; each morning the devastations of the day before are repaired with incredible rapidity, but when the stream of traffic again covers the streets, the scourge recovers its rights, and during 300 days of the year the roadway becomes an ocean of mud or a mass of infected dust." Much better results have, however, been reached with Macadam in other places. In London, Regent street is Macadamized, and does well under a heavy traffic; the cost of maintenance, however, is 87 cents per square yard, per annum, and has been much higher, probably $1.00. The cost of maintenance on some of the streets of Paris, for Macadam, under heavy traffic, is $2.57 per square yard, per annum. In New York city there are some 27 miles of it, mostly, I believe, for pleasure-driving, for which it gives a smooth and pleasant surface.

The 5th Avenue Macadam, laid before 1879, cost $1.40 per square yard, and is said to have cost 4½ cents per square yard, per annum, for maintenance. As before stated, Macadam is not the pavement for city streets, however well it may do for out of town or suburban roads, under light traffic.

Wood. This material cannot be said to have been a success, at least in this country. Probably much of the disgrace into which it has fallen has been on account of the miserable manner in which it has been laid—green pine blocks laid on a plank floor as a foundation, saturated with hot tar, and strewn with sand and gravel.

The boards pumped up the mud whenever the foundation was bad, and the green blocks rotted at the bottom. When this took place, the wooden block pavement may be said to have been an abomination. Chicago was cursed at one time with miles of it, almost impassable in its rottenness, and yet this pavement cost laid $2.50 per square yard.

In London, many admirable wooden pavements have been laid, but in a very different manner, as follows: First, an hydraulic concrete foundation, six inches thick, laid on a well-compacted dirt bed, then a layer of tarred paper, or of refined bitumen, upon which are set the wooden blocks, treated with creosote. This pavement costs $4.00 to $4.38 per square yard, exclusive of excavation, and will probably last ten years, if well cared for, under a heavy traffic. The London practice is to cover the surface of wood pavements several times a year with hard gravel, which is beaten into the blocks by the traffic. They are generally let to be maintained at the contractor's cost for two years, after which he

gets a certain rate, (dependent upon the traffic,) for maintaining them for 15 years. This varies from 36½ cents to 18¼ cents per yard, per annum, and involves their entire relaying, if necessary, as the pavement has to be turned over to the city at the end of that time in good condition. The wood used is "Baltic Fir." The probability is, that although wooden pavements may be made good and durable, at considerable cost, under rigidly enforced contracts, still, the rapidly advancing price of timber, and the unlimited supply of other and more durable, as well as cheaper surfaces, will lead to their disuse everywhere.

Granite Blocks. This pavement, if properly laid, is preeminently the best and most durable for the continuous heavy traffic of business thoroughfares. Its toughness and hardness constitute elements indispensable to durability in a wearing surface. Col. Haywood, the City Engineer of London, puts the life of granite blocks, if occasionally redressed, at twenty-nine years, (29.) According to tests made in Saint Louis, granite blocks, after a test equal to fourteen years and nine months, of the heaviest traffic, when taken up and reweighed, had lost but 1½ per cent. of their original weight. Under the same conditions limestone blocks lost 10 per cent. in 8 years and 7 months, and asphalte blocks 14 per cent. in 11 years. The Saint Louis tests were made by driving a loaded two-wheeled truck, attached to the crank shaft of an engine, back and forth over a small section of each pavement, the weight and speed of the truck and its load being made to coincide, as nearly as possible, with the heaviest street traffic. Two elements, however, were wanting in these tests, which are among the most destructive to pavements, viz: the blows from the iron shod and steel caulked

hoofs of horses, and the exposure to sun, rain, ice and snow. Doubtless, granite blocks would show even better under these additional strains, in comparison with the other pavements.

As laid in this country, the blocks are generally four (4) inches thick, six (6) inches deep, and from eight to twelve (8 to 12) inches long, laid to break joint, in a bed of sand. This pavement costs from $2.00 to $2.75 per square yard, and, if well laid, is an excellent pavement.

The Guidet pavement, on Broadway, N. Y., has a six-inch foundation of hydraulic concrete, covered with about 3 inches of sand, in which the blocks are set. This adds about 85 cents per yard to the cost, making it about $3.00 to $3.50 per yard. Its increased durability probably compensates for its increased cost.

In London, where they are said to have the best block pavements in the world—on clay soil they first lay a bed of "hard core," composed of refuse brick, plastering and broken stone, which is well rolled, and on this, two inches of sand, in which the blocks are set; on sandy or gravelled soil, 9 to 18 inches of broken stone, or nine inches of concrete, then sand enough to bed the blocks. When the blocks wear round, they are taken up, redressed, and laid on secondary streets.

In Liverpool, they keep the joints open to the bottom, and fill in with cement grout, or coal tar pitch. The cost of these English pavements, I have not the means of finding out, but they are admirable, and are estimated to last nineteen (19) years under very heavy traffic.

The testimony from everywhere is in favor of the granite block pavement when properly laid, especially for heavy traffic.

Asphalte Block. This pavement is of comparatively recent date, and is now on trial in this city for the first time. A few years will of course practically test its value here. The only other cities in which I personally know of its use, are Boston and Providence. Devonshire street, Boston, was laid, at least in part, with it, and it was evidently wearing away rapidly under the very heavy traffic of that thoroughfare. In Providence, one of the city officials told me they had given it up after a fair trial. The parties who made the blocks claim, however, that they have much improved their manufacture of late years. It certainly makes a beautiful surface, and if durable, is all that could be required. The blocks, I understand, are made of refined Trinidad asphalte and finely broken limestone, thoroughly incorporated, and subjected to a very heavy pressure. The error in principle, I think, involved in this pavement is, the effort to make asphalte hard enough to resist abrasion, in which it can but poorly compete with trap or granite. The most valuable characteristics possessed by asphalte are its welding power and elasticity, which enable it in the sheet form, concreted with sand and limestone dust, to resist the traffic, not by its hardness, but by its elasticity and ability to weld and become more and more dense under pressure. The asphalte block costs laid $2.50 per square yard.

Sheet Asphalte. The most abundant experience has been had with this form of pavement in this country and in Europe. There are two varieties—that made of the natural bituminous limestones of Seissel, Val de Travers, &c., used almost exclusively for wheelways in Europe; and the asphaltic concrete, which is now almost exclusively used in this country. The former variety is prepared by crushing the

rock, and then passing it through a disintegrator, which reduces it to powder; the powdered rock is then heated in revolving cylinders, spread with rakes on a foundation of six inches of hydraulic concrete, and compressed by hand ramming and ironing—rolling is said to be injurious on account of the tendency of the powder to adhere to the roller and tear up the pavement.

When compressed, the asphalte is from 1½ to 2½ inches thick, according to the kind of traffic to be sustained. This is the compressed asphalte of Paris and London; it is smooth, noiseless, and non-absorbent; the soil beneath is kept dry, and it is readily and perfectly cleaned, and hence is sanitary in the highest degree. It is slippery in damp weather unless perfectly clean, probably due to the comminuted limestone, which is the "aggregate" of the pavement. The second variety, which I have termed "Asphaltic Concrete," is composed of refined Trinidad asphalte, about 18 per cent. by measure, powdered amorphous limestone, about 5 per cent., and clean sharp sand, 77 per cent.—a small quantity of the residium of the distillation of petroleum is added, I believe.

The materials, excepting the powdered limestone, are thoroughly heated, the asphalte to a fluid state, and put into an incorporator driven by steam power; when thoroughly incorporated the product is a hot semi-fluid mealy mass; this is laid on a six-inch hydraulic concrete base, in a layer called the cushion coat, which, when compressed, is one-half an inch thick; it is then rammed by hand, then rolled by hand, then dusted with hydraulic cement, and then rolled by a steam roller weighing from 5 to 10 tons. The surface coat is then laid on thick enough to compress to two inches,

and treated in the same way. It will be noticed that the steam roller is freely used in this country in compressing the asphaltic concrete, and gives excellent results. The very beautiful wheelways of Washington, to the extent of over twenty miles, have been laid with this material, and in this way; and no better advertisement of its worth is needed than a trip over there.

It has taken years of experience to bring this species of pavement to its present perfection, including the formation of a trained force of workmen who understand its peculiarities. It is superior to the European pavements made of the natural rock in at least one point—it is not slippery at any time, due probably to the sharp sand with which it is made up. The floors of the St. Paul and Calvert-street bridges are the only examples of it we have here, made by the Washington formula.

The St. Paul-street bridge floor cannot be excelled; and the Calvert-street bridge, which was unskillfully laid in the first place, has just been relaid, without cost to the city, by the contractors, and is as good now as the other. The only other defect of asphalte is, that where water stands on it, it will deteriorate to a certain extent—this is readily avoided by a proper formation of the surface. The cost of asphalte is from $1.85 to $2.00 per square yard, in any large amount, including the concrete base, but probably not including the excavation. The saving of wear and tear to horses and vehicles by the use of asphalte, is enormous; it is estimated in Paris to reach 50 per cent.—that is in comparison with stone pavements.

Col. Haywood, the City Engineer of London, in comparing asphalte with wood, says:

1st—"As regards convenience. That asphalte is the smoothest, driest, cleanest, most pleasing to the eye, and the most agreeable pavement for general purposes, but wood is the most quiet."

2d—"As regards cleansing. That wood may be kept cleaner than it hitherto has been, but will be more difficult to cleanse effectually than asphalte."

3d—"As regards construction and repairs. That asphalte and wood, taking all seasons into account, can be laid and repaired with equal facility; but the smallest, neatest, cleanest, and most durable repairs can be made in asphalte."

4th. "That wood is the safest."

5th. "That asphalt is the cheapest."

The above refers, of course, to asphalte as laid in England, of the natural rock, to which, I believe, our asphaltic concrete is superior.

There is one cause of wear and tear to pavements at this day, which is serious, viz: the existence of car tracks on many of our principal streets. The edges of even granite pavements wear rapidly where they join the rails, whilst a large proportion of the wagons and trucks travel with one wheel in the tread of the rails and the other on the pavement, cutting, in the course of time, ruts in the hardest blocks; in other words, the rails prevent that distribution of the traffic necessary to the even wearing of the pavement. The car tracks also form channels which prevent lateral drainage, and keep the streets wet and dirty. In asphalte pavements it is usual to place a line of granite blocks next each rail, laid alternately as headers and stretchers. The

gutters also should be laid in stone, and the pavement between the tracks for the horses feet.

There is one matter in connection with all pavements to which too little attention is paid in this country, and that is in the construction of the foundation. A pavement consists of two parts, its foundation and its wearing surface—they must both be excellent to make a first class pavement.

The earth bed should be thoroughly prepared, and all soft and boggy spots cut out and made sound; a good rolling is then essential as it compacts the soil. If the soil is clay and holds water, a heavy bed of sand and gravel, say one foot thick should be laid on, or nine inches of broken stone, gravel and brick rubbish, and three of sand; or if the traffic is heavy, six inches of hydraulic concrete and four of sand. If the soil is sand and gravel, six inches of fresh sand and gravel, or for very heavy traffic, six inches of concrete and four of sand. All this is for a surface of granite blocks.

If asphalte is to be laid, the earth should be compacted as above, and in all cases six inches of concrete laid to receive the $2\frac{1}{2}$ inches asphalte.

Foundations prepared as above will prevent uneven settlement, and keep the mud from working up through the pavement.

In conclusion I would recommend for all streets where heavy traffic is to be carried, and on all grades over two per cent, the laying of granite, trap or gneiss blocks 4 inches thick, 6 inches deep and from 8 to 12 inches long; and for all streets devoted to light traffic, with grades of not over two per cent. sheet asphalte of "asphaltic concrete," laid by the Washington, D. C., formula.

In the event of making contracts for sheet asphalte, it is best to so frame them that the contractor shall be obliged to keep them in good order for a period of years at his own cost, and then to maintain them afterwards at so much per yard per annum.

Respectfully submitted,

C. H. LATROBE, C. E.

Baltimore, January 3, 1883.

THOS. S. WILKINSON, Esq.,
City Commissioner.

DEAR SIR:

Your communication, requesting an expression in writing of my views generally of street roadways, was duly received, and in reply I have the honor to offer the following suggestions:

That the roadways of a great city are a pretty good exponent of the folly or wisdom of its legislators.

That it is as unquestionably foolish to obstruct traffic by continuing the use of roadways which have become palpably unsuited to the service required of them, as it is indisputably wise to give all reasonable facility for the transportation of the vast number of people and amount of material set in motion by the trade and necessities of a large city.

That the progress of a city should be symmetrical and proportional in its several departments, and that the growth

of its wharves, warehouses, public and private buildings, places of business, as well as places of amusement and recreation, should be accompanied by a corresponding improvement in its ways of communication, so as to allow of the use and enjoyment of the above mentioned establishments to the very best advantage. Otherwise the city becomes like unto a robust body upon feeble legs.

That the present tendency of cities is to grow upwards, and that business is becoming stratified as it were, the heavier operations keeping near the ground, whilst the lighter ones are consigned to the upper stories, which, until the introduction of elevators, were comparatively unoccupied. That these superimproved industries result in a very serious increase of traffic upon the streets in their vicinity, and if we should say that the increase will shortly be threefold, as compared to a few years since, then our street pavements in those localities will only last one-third the time, and will cost three times as much per annum to repair as they did formerly. It would be well for us to be mindful of this when we are counting the increasing cost of making and maintaining our roadways in these places.

That many of our already too narrow streets are being recklessly invaded by passenger railroads, which deprive the ordinary vehicle, to a great extent, of the use of nearly one-third of the roadway. The street cars being unable to depart from the direct line of their rails, and ordinary vehicles which follow in their wake, being obliged to use the track about as they do, prevent the uniform wear of surface which contributes largely to the preservation of the pavement of other streets.

The streets between the tracks are subject only to the rocking action of the horses' shoes, and as a consequence they are so much rounded and have such spaces worked out between them, that they make most uncomfortable and dangerous footing for horses, besides affording lodgment for the most disgusting filth. Vehicles which do not use both tracks, but allow one wheel to run in the track and the other on the pavement, work more destruction to the road-bed than all the other traffic put together. No pavement that I know of would be proof against these difficulties, nor can the street railways be dispensed with; but there are certain modifications in the rail, already in use in other cities, which would avoid these troubles by permitting as equal a distribution of traffic as is had upon other streets. These rails have no guiding effect upon the wheels of ordinary vehicles, nor upon the required footing of horses, and, as a consequence, the streets are uniformly ground down over their whole width, thereby promoting their durability, economy of repair, comfort to man and beast, and cleanliness; besides which the great destruction of vehicles which now goes on with us is avoided. Traffic would be materially advantaged by the facility with which ordinary vehicles could get out of the way of the cars, and thus avoid the many and vexatious delays which are now constantly occurring. I consider this track question one of vital importance to our roadways.

The kind of pavement we should use has been pretty well demonstrated within a few years. Granite blocks for our heavy traffic have proven very satisfactory, and when we think of the improvement which has resulted from the substitution of this for the cobblestones, we feel that a blessing has descended upon us, limited as it is, and we pray

that our city fathers will not weary in well doing. Baltimore street, Liberty street, Calvert street, Howard street, Gay street, &c., are living examples of how much the street pavements have to do with the comfort of the people. These improvements reflect great credit upon the respective administrations under which they were executed. East and west Baltimore street, Fayette street, south Charles street, German street, &c., &c., still cry aloud for the same treatment. We are not in a condition just now to go into extremes for durability of road bed, as we are subject to so much tearing up of streets for various purposes. We are continually liable to new gas companies, of which three have come into our midst within twelve years. We are now extending our water mains. We are to have steam heating pipes, and most likely all telegraph and telephone wires will be laid underground, and what is more serious than all, is the fact that our new water supply will soon call for sewers to carry it off, for as soon as the water is used as freely as intended the sewer will be indispensable.

The pavement we want now is the block pavement which can be readily laid, readily taken up and readily repaired. Immediate repair is the salvation of a pavement. The most durable pavement would be granite blocks laid upon a concrete foundation, with the joints cemented with asphalt. But the question comes up whether it would be expedient to go into such a pavement in view of all the tearing up it would be subject to, as above stated, and the difficulty of repairing it.

When our sewers are built, we shall have less destructive scouring on the surface, and the draining of the sub-soil will make the present mirey places, now almost impossible, to keep in order, firm and manageable.

We are getting fairly good results from granite blocks laid upon sand foundations, and we might, in some places, cement the joints with asphalt. We do not want any sheet asphalt pavement until our roadways are through with being seriously disturbed.

In Washington, Lieutenant Green, engineer in charge of streets and roads, in his report for this year, says: "The two standard pavements in this city are the asphalt and the granite block with tar-cemented joints. In addition to these, a small amount of pavement of compressed asphalt block has been laid each year. At first, this was laid as an experiment, but some of it has now been more than four years on the street without any repair, and its character has thus been pretty well determined. It is, of course, not equal to granite in durability, nor is it as smooth as the sheet asphalt. But it has been shown that it resists moderate traffic very well, gives a firm footing for horses, and is less noisy than granite blocks. It is well adapted to a large number of our streets where traffic is light. It has been very acceptable to the residents wherever laid, and there is no reason why it should not be further used in localities where it is suitable." So high an endorsement, coming from so good an authority, would seem to justify the judgment displayed by our authorities in selecting asphalt block pavement for our pleasure drives. It cannot be claimed that the asphalt blocks on South street have proved durable. The heavy traffic, together with the railroad on this street, is too severe for the blocks, even if the quality were not very inferior, as it is.

The blocks on Calvert street, under heavy traffic, have stood the test splendidly, and warrant us in expecting most

satisfactory results from Eutaw Place. Charles street, although paved with inferior blocks, has received much commendation from the residents upon this street for its cleanliness and noiselessness.

Granite blocks, laid on a good sand foundation, as I have already said, give us the requisite endurance for heavy traffic, and asphalt blocks, laid on a good sand foundation, give us the requisite endurance, cleanliness, and the quiet requisite for streets of light traffic, especially those which are used as the highways to our parks and avenues.

The pleasure of a drive to the park is now so seriously marred by the din and rattle of vehicles over our cobblestone pavements, that many people forego the one to avoid the other.

It is just as legitimate for a great city to have luxurious, noiseless streets for pleasure drives, as it is for an individual to carpet his hall or his stairs.

Strangers are very much impressed by the kind of streets they drive on, and the feeling toward a city as a place of residence is much affected by it. If it should be argued that these noiseless drives are slippery at times, it may be replied that all pavements are so, and that the noisy stone blocks are about equally so when worn smooth. It is just as legitimate that slippery pavements should be sanded in slippery weather, as that they should be watered in dusty weather.

I advocate block pavements most decidedly for a city like ours, because of the great facility that this system affords for prompt and economical repairs. If the incipient defects in a pavement receive immediate attention, they can be

remedied with comparatively small expense, but if they are neglected, the evil propagates itself with wonderful rapidity.

The condition of many of our streets paved with cobblestones is simply disgraceful and prejudicial to health. The wear and tear upon horses and vehicles, from the use of cobblestone pavements, exceeds that upon the smoother pavement by an amount of cost which would pay the additional expense of the better pavement and leave a handsome surplus, to say nothing of the great comfort to man and beast this good pavement secures.

Very respectfully,

F. H. HAMBLETON,
Civil Engineer.

Whilst on the subject of street improvements I would call attention to the necessity, in the near future, of providing another avenue north from the centre of the city to its northern boundary, by the widening and further improving North street. When it is considered that it is impossible, from the nature of the grades, for Charles, St. Paul and Courtland streets, to be used for heavy travel, and that Calvert street is now taxed to its utmost capacity, and that Holliday street runs only to Madison, and is also heavily taxed with travel, the importance of this suggestion becomes obvious.

GRADING AND RE-GRADING OF STREETS.

As in my judgment this is one of the most important, it not the most important subject to the whole people, com-

mitted to this department, the greatest care has been given to this matter in the establishments and re-establishments, upon the application of property owners and the ordinances and resolutions of the Mayor and City Council, of the grades on the following streets and alleys:

John street, from Washington to Chester.

Chase street, from Constitution to the bridge over Jones' Falls.

Harlem avenue, between Fremont street and Myrtle avenue.

Hargrove alley, from John to Hoffman street.

Dolphin street, between Fremont street and Myrtle avenue.

Ensor street, from Hoffman street to North avenue.

Holbrook street, from Hoffman street to Point lane.

Oliver street, from Aisquith to Ensor.

Federal street, from Aisquith to Ensor.

Lanvale street, from Aisquith to Ensor.

China alley, between Hamburg and Cross streets.

Rutter alley, between Townshend and Dolphin streets.

Robert street, between Madison avenue and Eutaw Place.

Morris alley, from Robert to Laurens street.

Mosher street, from Mount to Fulton avenue.

Eutaw Place, between Laurens street and North avenue.

Barney street, between Charles and Hanover.

Clement street, between Hull and Decatur.

Presstman street, from Mount street to Vincent alley.

Canton street, between Elliott and Boston.

Wells street or Ohio avenue, between Byrd and Light streets.

Byrd street, between Wells street or Ohio avenue and Barney street.

Eager street, between Washington and Chester.

Morton alley, between Preston and Hoffman.

Bloom street, from Madison avenue to Eutaw Place.

Hare street, between Elliott and Boston.

Upon like application re-established grades on the following streets: Edmondson avenue, between Fulton avenue and city limits, and Caroline street, between Preston street and North avenue; and, by resolution of Mayor and City Council, approved October 21, 1882, Preston street, from Calvert street to bridge over Jones' Falls. The re-grades fixed on Caroline and Preston streets were entirely satisfactory to all interested, but that fixed on Edmondson avenue was contested by gentlemen owning property upon it—they, availing themselves of their rights under the law to appeal to the Mayor to have a commission appointed to review the decision of the Commissioner fixing the grade. On the 24th day of July, 1882, acting Mayor Veazey, appointed the following gentlemen on the commission:

C. H. Latrobe, Ichabod Jean, N. H. Hutton, Wm. W. McClellan and J. T. Ford, who, after a most exhaustive examination of the subject, unanimously sustained the grade as established by the Commissioner.

The re-establishment of grade of Caroline street, must be followed by the re-establishment of the grade of Bond street, from Hoffman street to Boundary avenue, now under contract to Messrs. Jos. G. Loane & Co., the completion of

which contract has been delayed on account of the necessity for re-grading. I respectfully ask that authority may be given to re-establish the grade on this street as early as possible.

SEWERS AND INLETS.

Re-construction of Schroeder's Run Sewer at the foot of Carey street.

This sewer consists of a stone arch of fourteen (14) feet span and nine (9) feet rise, founded upon a platform of timber six (6) inches thick, and provided with foundation and wing walls at the out-fall, which protect it from the undermining action of the water. The length of part re-constructed is 125 feet. The area of water-way is 105 square feet.

The above work was rendered necessary by the falling in and washing away of the original sewer, from time to time, during several years past, until the bed of Carey street, being exposed to the action of the water in time of floods, was undermined and thrown into the stream. It was then found, that, to restore Carey street to its proper condition, it was essential that the sewer be reconstructed upon its original line. Accordingly, at the Spring meeting of the Council, an appropriation of $3,500 was made to defray the expense of this work. The work was commenced on June 16, and finished on October 25, 1882. Through delays and accidents, resulting from floods during the Summer, and the high price of labor and materials, after two-thirds of the work had been constructed, it was found that the appropriation of $3,500 would not be sufficient to complete it, and an additional sum of $2,000 was asked for and granted for

that purpose. Of this additional sum, $1,564.06 were expended in the completion of the work.

Total appropriation		$5,500 00
Cost of materials	$2,421 46	
Cost of labor, tools, &c	2,642 60	
Total cost		$5,064 06
Balance		$435 94

Construction of a section of Chatsworth Run Sewer, from a point in Arch street, about forty feet north of Baltimore street, to the north side of German street, as per Ordinance No. 15, approved February 23, 1881.

This sewer connects with the old sewer in Arch street, about forty feet north of Baltimore street, and runs thence south, parallel to the old sewer, which it again joins at the north side of German street, a distance of 275 feet, and lies in a line which conforms nearly to a prolongation of Arch street.

This work was rendered necessary by the condition of the original sewer, between Baltimore and German streets, which had not sufficient capacity for the flow of water. The new sewer consists of a brick arch, of three courses, strongly backed with masonry, and paved with Belgian blocks ten inches in depth. The arch has a span of 16 feet and a rise of 6½ feet, giving an area of water-way of 78½ square feet, which is 15 per cent. greater than the area of the original sewer.

This work was commenced on June 23d, and completed on November 30th, 1882.

The space condemned for this sewer being only of sufficient width to admit of its construction, operations in connection with the work were unavoidably slow, and attended with large outlay. All materials had to be brought in from the streets to the work in barrows or by hand, and the material excavated in forming the trench had to be handled from two to three times, thus largely increasing the cost of labor. Also, in crossing Baltimore street with the work, much unforeseen trouble and expense were encountered, in removing the masonry of the old sewer, and in passing under railway tracks and gas and water mains—work which it was necessary to do with great care. In consequence of the above mentioned difficulties, it was found that the original appropriation of $7,000 would not be sufficient to complete the work, and an additional sum of $2,300 was asked for, and granted by resolution of Council, authorizing this Department to draw upon unexpended balances to its credit.

Total appropriation		$9,300 00
Cost of materials	$3,692 28	
Cost of labor, tools, &c	5,597 37	
Total cost		$9,289 65
Balance		$10 35

Completion of Sewer in McMechen Street.

This sewer was commenced in 1881, and connects with a large sewer built by the North Baltimore Passenger Railway Company under their stables, and runs thence westwardly, under the sidewalk of McMechen street extended, to a point about fifty feet east of Mount Royal avenue.

On the 31st of July of the present year, the work of completing this sewer along McMechen street to Rutter alley was commenced, and was finished on the 9th of November.

This sewer consists of a circle of brick, $4\frac{1}{2}$ feet in internal diameter, with an area of water-way of $15\frac{9}{10}$ square feet. Its construction was necessary to the proper disposal of the water which flows down John street and Mount Royal avenue in heavy rains, and concentrates at the intersection of Mount Royal avenue and McMechen street. In connection with the above, four inlets were constructed at such points as to be of the most service. The length of that part constructed in 1881 is 315 feet, and of the part constructed in 1882, 294 feet, making a total of 609 feet.

Amount appropriated in 1881		$4,000 00
Amount appropriated in 1882		4,000 00
Total		$8,000 00
Cost of section built in 1881	$3,901 37	
Cost of section built in 1882	3,742 36	
		7,643 73
Balance		$ 356 27

Extension of Harford Run Sewer, in Central avenue, from the north side of Canton avenue to the north side of the City Dock, a distance of 782 feet.

This is an open sewer, consisting of side-walls built upon a platform of timber, and the whole supported by a pile foundation.

The contract for the construction of this sewer was signed on the 8th of September, 1879, and construction began on the 28th of November following. The time specified in the

contract for the completion of the work is six (6) months from date of contract, which was deemed sufficient for the execution of all work embraced within the same. The work still remains unfinished, through failure on the part of the contractors to employ sufficient force, and to turn favorable circumstances to a proper account.

The principal obstacles in the way of a rapid and systematic prosecution of work of this kind are high tides. The foundations being some depth below mean-tide level, it is necessary, to prevent the work from being flooded during high water, to construct dams, and to use pumps for the removal of leakage. This is particularly the case in Summer, the season of high tides. During the Fall, Winter and Spring, low stages of water frequently exist, which, if taken advantage of, afford sufficient facilities for the construction of this kind of work.

The reason given by the contractors for their failure to finish the work within the specified time, are the same as those above mentioned, viz, that they were prevented by high water from working on the foundations.

There remains still to be built, at the city dock, 80 feet of this sewer, nothing having been done during the present year, except the setting of about 200 feet of coping on the walls.

Early in March of the present year, I directed the contractors to construct a coffer-dam at the end of their work next the city dock, and to erect pumping machinery, by means of which the work might have been pushed to completion. This they promised to do, and did partially construct the coffer-dam, but suspended operations without having accomplished anything; and, after a reasonable time

had elapsed, I concluded that they did not intend going on with their work, and I then considered the propriety of annulling the contract and taking the work out of their hands; but, as they had been permitted to exceed the time specified for the completion of the work, I was doubtful of the advisability, at this late date, of that extreme measure.

The contractors are now going on with their work, with the probability of completing it during the present winter.

HARFORD RUN.

In submitting the report of Mr. Charles A. Hook, Engineer in charge of improvements of Harford Run, after fully endorsing his intelligent and faithful care of the interests of the city, I would most respectfully and earnestly call attention to that part of his report which refers to the condition of the old sewer, with the suggestion that attention be given to the matter at an early day.

Baltimore, December 30, 1882.

Mr. Thos. S. Wilkinson,
City Commissioner.

Dear Sir:

I herewith submit for your consideration my report on all work entrusted to my superintendence since I have had the pleasure of serving under your administration.

HARFORD RUN DIVERSION SEWER.

The intention of this sewer was to divert all the drainage from old Harford Run sewer, north of Eager and east of Ann street, into Harris' creek. This work was let to Messrs. Holland, Knapman & Co., (contractors,) June 28,

1880. The work was energetically pushed forward, and finished the 16th March, 1882. Its total length is 4,804 feet, of which 467 feet was constructed in open cut, and 4,337 feet in tunnel. Its construction consists in an eight feet circular arch, running from Eager and Ann streets, (the point of diversion) on Eager street to Wolfe street. The sewer is enlarged to a ten feet circular arch, which is continued on Eager street to Chester street, on Chester street to Monument street, on Monument street to Harris' creek. Three trapped inlets, two feet in diameter, connect with the sewer at Wolfe and Eager streets, and two plain inlets, one foot in diameter, connect with the large sewer on Monument street, near Burke street.

The good results of this work have already been proven. Previous to its construction it was no unusual thing for all the cellars situated near the old sewer, during heavy showers, to be filled with water. Since its completion there have been no overflows of this kind south of the point of diversion.

The contractors' total estimate amounted to.....	$135,269 59
Extra bills.....	582 11
Total amount paid contractors.....	$135,851 70

Making a cost of $28.28 per linear foot.

I desire to call your attention to the condition of this sewer at the outlet on Monument street at Harris' creek.

The portal of the tunnel now stands partly in the bed of Monument street, and partly under the sidewalk.

My intention was to have carried it around into Patapsco street, far enough to clear Monument street, but I found this could not be done without trespassing on private prop-

erty. The parties owning the property refusing us permission to proceed, we were then confined to the south building line of Monument street, and as a temporary finish, constructed a rough retaining wall to hold up Monument street until Patapsco street is condemned, when the sewer could be continued, and Monument street opened to its full width. I recently made a tour of inspection through this sewer and found the work all standing in first-class condition.

HARFORD RUN SEWER

This work is intended to abate the nuisance of old Harford Run sewer by changing its course from under the private property into a close sewer located in the public streets.

When finished it will intercept the old sewer at Bond and Abbott streets, then take its course in Bond street to Chew street; in Chew street to Caroline street; in Caroline street to Madison street; in Madison street to Eden street; in Eden street to Holland street; in Holland street to Canal street, where it will again connect with the old sewer. This work was contracted to Messrs. Conway and Fahey, June 13, 1881. They worked until the 24th January, 1882, in which time they completed 1027 linear feet. The work was then closed on account of severe winter weather.

As you know, they refused to resume operations, when the Mayor and City Council authorized your department to proceed and finish the work.

Operations were commenced May 23, 1882, and up to the 1st of November, 1882, we completed on an average 13½ linear feet per day,

The total length of this sewer, when completed, will be 3,681 feet, of which there are 1,997 feet elliptical arch, 10 feet by six feet in the clear, and 1,684 feet of circular arch, six feet six inches in diameter. We will have completed January 1, 1883, 1,922 feet of the elliptical arch, and 1,506 feet of the circular arch, leaving 75 feet of elliptical arch to be built, and 178 feet of the circular arch. These unfinished parts referred to are at the crossings of the new sewer with the old one, and will be a little tedious in finishing. The construction of the elliptical arch consists in a cradle wall of rubble masonry laid in cement, lined with nine inches of brick work on the sides, the bottom paved with blocks of stone—the arch having 13½ inches of brick work backed up solidly with a wall of rubble masonry laid in cement. The circular arch being smaller and naturally stronger, the stone cradle was dispensed with, and the bottom shaped to receive nine inches of brick work, with the bottoms paved with blocks of stone—the arch being nine inches thick, backed with piers of rubble masonry laid in cement. The average cost of this work has been about $15 per linear foot.

The total amount expended up to the 1st January, 1883, will be about $36,000, out of an estimate of $51,900.

I am confident that the work will be completed within the estimate.

After this work is finished, the question will be, what disposition can be made of the old run?

I have examined into its condition and found it to be an open receptacle for every filthy thing imaginable. Its course is partly under houses, kitchens, back yards, stables and water closets. Some places it is arched over, but prin-

cipally an open sewer with side walls to support the back yards of property through which it passes. My idea as to the most economical and permanent plan of improvement is as follows:

Commencing at Orleans and Canal street where the old run emerges from under private property, and build a close sewer as far as Jefferson street, with a capacity of not less than a four foot circle. Over the the top of this sewer, or as near to it as practicable, pave an alley, so graded that it would take the drainage of the adjoining property to inlets leading to the new sewer. I suggest the sewer particularly at this point as a relief to the new sewer. The balance of the old sewer, that is, from Eden to Bond street, can be filled up, and alleys paved as near the old sewer as practicable, with inlets opening into these alleys leading to the new sewer. Before the time arrives to do this work, I hope to be able to make an accurate survey, and definitely locate the old run, showing the whole matter up in a clear and concise manner.

NEW INLETS.

Your Department was authorized by the Mayor and City Council to put in five trapped inlets, located as follows:

Northeast corner Eden and Pratt streets.

Northeast corner Eden and Lombard streets.

Northeast corner Ann and Pratt streets.

Southeast corner Eden and Lombard streets.

Northeast corner Ann and Lombard streets.

This work consisted in changing plain inlets into trapped inlets, which are intended to prevent the escape of gases from the main sewer. Sixteen hundred dollars was appro-

priated to do the work. It was let to Mr. R. H. Shedrick for the sum of $1437.00. In addition to this amount, $108.21 was paid for work which did not come under the specifications.

This work was done in a very satisfactory manner.

PAVING OF NEW STREETS.

As instructed by you I have been looking after the paving of all new streets east of Calvert street. The following streets, contracted with the Mayor and City Council, have been finished and accepted:

Valley street, between Hoffman and John streets.

Caroline street, between Boundary avenue and John street.

Broadway, between Gay and Hoffman streets.

Addison street, between High and Front streets.

Burke street, between Canton and Eastern avenues.

The following streets have been contracted with the Mayor and City Council, but not finished:

McKim street, between Eager and Hoffman streets.

Ensor street, between Boundary avenue and Chase street.

Bond street, between Boundary avenue and Hoffman street.

The following streets, contracted with the property-holders, have been finished and accepted:

Chase street, between Constitution street and the bridge.

Eager street, between Washington and Chester streets.

Canton street, between Elliott and Boston streets.

John street, between Castle and Washington streets.

The following street has been contracted with the property-holders, but not finished:

Hare street, between Elliott and Boston streets.

Generally speaking, the above work has been done in a satisfactory manner, but I desire to speak briefly in regard to grading streets.

At present it is discretionary with the contractor how he makes fills in streets where they are below grade. I think the ordinance governing street paving should contain a clause requiring contractors to make fills in layers of not more than 12 inches in thickness, so that the frequency of cart travel would compact the material and prevent the gradual settling of the street after the work has been accepted by the city.

With this suggestion, I close my report and hope that the work under my charge has been so conducted as to have met with your approval.

Respectfully submitted,

CHAS. A. HOOK,

Engineer.

INLETS TO FREMONT-STREET SEWER LOCATED AT THE FOLLOWING POINTS:

West side of Fremont street, north of Pratt street.

North side of Pratt street, west of Fremont street.

West side of Fremont street, south of McHenry street.

East side of Fremont street, north of Portland street.

These inlets are built of brick and stone, and of such dimensions as are necessary to provide for the large flow of

water in Fremont street. They are constructed upon the "trap" principle, which prevents the gases that accumulate in the sewer from passing to the outer air. The work was done by contract with Mr. August Knoop.

Amount of appropriation		$2,900 00
Cost—contract price	$1,820 05	
Cost—incidental expenses	334 28	
		2,154 33
Balance		$ 745 67

In accordance with Resolution No. 78, approved March 22, 1882, five trapped inlets were constructed at the following points:

Northeast corner of Eden and Pratt streets.

Northeast corner of Eden and Lombard streets.

Northeast corner of Ann and Pratt streets.

Southeast corner of Eden and Lombard streets.

Northeast corner of Ann and Lombard streets.

Amount of appropriation	$1,600 00
Cost of the work	1,545 21
Balance	$ 54 79

See report of Mr. Charles A. Hook.

SEWER REPAIRS.

During the winter and spring of this year, Chatsworth-run sewer, in Myrtle avenue, from Saratoga street to Greenwillow street, was put in thorough repair—it being necessary to rebuild portions of the arch and to repave a large portion

of the bottom, which had washed out. This work cost as follows:

Materials	$ 713 52
Labor, tools, &c	2,390 25
Total	$3,103 77

During a storm on the night of September 3d, a section of Chatsworth-run sewer, about twenty-five feet in length, situated between Lombard street and Cider alley, was undermined by the force of water and fell in, carrying with it two back buildings of houses Nos. 338 and 340, fronting on Lombard street. This section was immediately rebuilt and the buildings restored to their original condition at a cost of—

Materials	$ 383 62
Labor, tools, &c	416 00
Buildings	408 32
Total	$1,207 94

During the year there were constructed and repaired, in connection with existing sewers, the following works:

NEW CONSTRUCTIONS.

Man-hole to Eden-street sewer in Central avenue, near Eastern avenue.

Man-hole to Eden-street sewer in Central avenue, near Bank street.

Man-hole to sewer in Myrtle avenue, near Mulberry street.

Man-hole to sewer in Myrtle avenue, near Chesnut alley.

Man-hole to sewer in Myrtle avenue, near Greenwillow street.

Man-hole to sewer in Shields alley, near Greenwillow street.

Man-hole to sewer in Arch street, at Josephine street.

INLETS REPAIRED.

At corner of Lee and Howard streets, connecting with Liberty-street sewer.

At corner of Conway and Light streets, connecting with the basin.

At corner of Pennsylvania avenue and Lanvale street, connecting with Pennsylvania-avenue sewer.

At corner of Schroeder and Lombard streets, connecting with Schroeder's-run sewer.

At corner of Carey and Baltimore streets, connecting with Carey-street sewer.

At corner of Carey and Booth streets, connecting with Carey-street sewer.

At corner of Carey and Hollins streets, connecting with Carey-street sewer.

At corner of Carey and McHenry streets, connecting with Carey-street sewer.

I would most earnestly call your attention to the condition of Chatsworth-run sewer, between Lombard and King streets, a distance of 178 feet, which should be rebuilt without delay. The arch, for a part of this distance, has been observed, during the last two or three years, to be gradually settling, and may be expected at any time to give way,

destroying the property built over it. The sewer at this point is contracted to less than one-half the capacity of the adjacent sections. An effort was made in 1880, by the City Commissioner and Commissioners for Opening Streets, to obtain possession of the property situated over this sewer, (the removal of which is necessary to its reconstruction,) by purchase, but without success. I would respectfully recommend the aquisition of a right of way by condemnation or otherwise, and the reconstruction of this sewer at as early a date as practicable. The drawings and estimates have been prepared and are in this office.

Schroeder's-run sewer, in Franklin street, between Carey and Calhoun streets, has not sufficient capacity for the accommodation of the large flow of water which concentrates at that point, in consequence of which the adjacent property is frequently flooded. As a remedy for this, I would recommend the construction of a sewer, connecting with the existing sewer in Calhoun street, at Franklin street, and running in Calhoun street to McHenry or Ramsay street; thence to Carey street; thence to Schroeder's run, near the present outlet of Schroeder's-run sewer, with a view to its connection with the extension of Schroeder's-run sewer, as recommended in previous reports of the City Commissioner. If this sewer is constructed, it will intersect the existing sewer in Baltimore street, (which can be connected with it,) thus intercepting the drainage of the upper part of Baltimore street, and relieving the Carey-street sewer, with which the Baltimore-street sewer connects, of a large part of the duty which it now has to perform.

I would also respectfully renew the recommendations of my predecessor in office with regard to the necessity of sewering Preston street, from Madison avenue to Cathedral

street, and along Cathedral street to Hoffman street, connecting at that point with the sewer running into Jones' Falls. Also the sewer called the Necessity-alley sewer, running from Chesnut street along Necessity alley to High and Front streets, and along Front street to Fayette street, connecting at that point with the sewer running into Jones' Falls. Also the extension of Fremont-street sewer, from the intersection of Columbia avenue and Fremont street, along Fremont street to Eutaw street, and along Eutaw street to the water at Spring Garden. Also his suggestion in regard to the sewer in McKim street, which is now heavily taxed, by reason of the opening of new streets in that locality. I would also recommend the construction of the following works, viz:

The extension of the sewer in Lexington street, from the intersection of Lexington and Howard streets, along Howard street to Mulberry street—Howard street, in times of heavy rains, being nearly impassable. Also the extension of Centre-street sewer, from St. Paul street to Howard street, which is also a much-needed improvement.

I have received a communication from several owners of valuable property in the northeast section of the city, calling my attention to the present condition of Harford run, between Belair avenue and North avenue.

That part of the stream is not sewered, and is a receptacle for large quantities of offal from the adjacent breweries and slaughterhouses, which create noxious odors, detrimental to health and to the interests of those owning property in the vicinity; they request that I will take action with reference to the construction of a sewer along the line of the stream between the above named points.

The construction of this sewer, besides accomplishing the ends above mentioned, would permit the opening of seven important streets, viz: Wolfe, Castle, Chester, Oliver, Federal, Lanvale and Townsend streets. I would respectfully call your attention to the above as a matter of no small moment.

At the beginning of the present winter, I directed Mr. Charles P. Kahler, civil engineer, in the employ of this department, to make surveys of all the city sewers. Mr. Kahler has accomplished a portion of this work in a most thorough and comprehensive manner, and finds, as the result of his operations, that extensive repairs will be necessary during the coming season to put the sewers, especially the older ones, in a good and safe condition.

His report will be put upon record in this office for future reference.

A resolution (No. 5, approved November 23, 1882,) was passed by the Council during the present session, appropriating the sum of eight thousand six hundred and eighty-two dollars and fifty cents ($8,682.50,) to repair Harford-run sewer in Central avenue, between Eastern avenue and Bank street. The commencement of this work has been deferred, as the season is unfavorable to its proper construction.

RECONSTRUCTION OF THE DRAW AT LIGHT-STREET BRIDGE.

The reconstruction of the draw at Light-street bridge was done by the city of Baltimore and Anne Arundel county jointly, each party paying one-half the cost of the work.

In the fall of 1881, the City Commissioner, upon consultation with the Commissioner of Anne Arundel county, deter-

mined to rebuild the timber abutments or cribs of the Light-street drawbridge—the then existing structure having become unsafe by reason of age and the action of weather—and an appropriation of $7,500 was made by the City Council to defray the city's one-half of the estimated cost of the work. Driving of piles to support the abutments began on February 15, and the work was carried forward as rapidly as the position of the tides would permit. The execution of work of this character is, to a great degree, dependent upon low tides; and it was frequently difficult and at times impossible to make any headway or even to work at all, because of high water. Great delay was also occasioned by storms, during which it was impossible to manage the pile-driver. In consequence of these delays, the bridge was not completed and opened to travel until June 14, 1882. The difficulties and delays due to the above-mentioned causes having increased the cost of the work beyond the original estimate, it was found necessary to still further apply to the Council at its September meeting for the sum of $1,200 to complete the work; and a resolution was accordingly passed authorizing this department to draw to that amount upon unexpended balances to its credit.

The abutments were built by day's work. This part of the work was placed in the hands of an experienced wharf builder, Mr. Andrew Brown, who furnished a pile-driver and crew for the sum of $25 per diem, and received in addition, as compensation for his services as superintendent of the work, ten per cent. of the cost of the abutments. The contract for the movable drawbridge was given to Mr. Wendel Bollman for the sum of $3,500.

The whole cost of the work to the city is as follows:

Abutments	$6,949 91
Draw	1,750 00
Total	$8,699 91
Due Mr. Brown	60 00
	$8,759 91

We shall have to ask for an appropriation of $60 to pay the balance due Mr. Brown.

RECONSTRUCTION OF THE BRIDGE OVER SCHROEDER'S RUN, ON WASHINGTON AVENUE, AT STOCKHOLM STREET.

The work of reconstructing the Washington-avenue bridge was begun on October 10th, 1881, and completed on June 16th, 1882, and was done by day's work.

This work comprises the removal of the original bridge, which had a span of ten feet six inches, and the construction of a new bridge, (masonry and superstructure,) with a span of twenty feet, affording an area of water-way nearly double that of the former, which was not sufficient to permit the free passage of water in time of storms. The abutments of the new bridge are built of ranged masonry, laid in cement, and are constructed in the best manner upon a foundation of heavy timber. The superstructure is entirely of timber.

The cost of the above is as follows:

Materials	$3,288 66
Labor, tools, &c	5,183 51
Total	$8,472 17

Charged to repairs of bridges.

HARMAN'S BRIDGE.

My attention having been called to the condition of Harman's bridge, I have had a thorough examination of it made by Mr. C. H. Latrobe, Mr. Wendel Bollman and Mr. N. M. Gray, Assistant City Commissioner, and beg to submit the report of Messrs. Latrobe and Bollman, in which Mr. Gray entirely concurs, describing fully the condition of the bridge and the proposed improvement, to which I invite your attention, it being in such condition as might, in case of accident, entail serious loss on the city.

Baltimore, December 6, 1882.

THOS. S. WILKINSON, Esq.,
City Commissioner.

DEAR SIR:

In response to your letter of November 20, we have to say that we have thoroughly investigated the condition of Harman's bridge.

We have also examined the district in the immediate vicinity, with reference to its improvement, and, in connection therewith, the erection of a permanent structure, either upon the line of Harman's bridge, or some other which may be better suited to the future demands of the locality.

The first question is, what had best be done to make the present structure safe, as it is in a very dangerous condition, and prompt measures must be taken, or some disaster may at any time happen to the traffic, which is constant and heavy. If the traffic could, without too much violence, be accommodated by any other route for a period of say three months, it would be practicable to fill in most of the present

structure with a solid embankment, crossing the main channel of Gwynn's Falls, with a framed structure, which would answer until the grading of the streets in the vicinity justified the erection of a permanent iron bridge; the filling in, of course, would be so much done towards the general improvement of the flats.

If, however, the traffic cannot be diverted from its present route without loss and dissatisfaction, then the only plan is to repair the present wooden structure in such a manner as to make it safe for a period of five or six years, or until one of the north and south streets can be graded across the marsh, and the permanent bridge erected.

This latter plan is, perhaps, after all, the best for several reasons: 1st, the traffic would be but little interfered with; 2d, the material necessary to fill up the present structure could be advantageously used in building out one of the permanent streets; and 3rdly, the framed structure across the channel-way at Harman's bridge could be shifted for use at the permanent crossing, until the city was prepared to build an iron bridge, although we think the latter would be false economy, for the permanent crossing should be completed without interfering with the use of Harman's bridge. There is another reason, we think, for repairing Harman's bridge, to last until a permanent crossing is built, and that is, that it would be a very great oversight, looking to the improvement of that whole district, to permit Gwynn's Falls to continue to occupy its present meandering course from the Baltimore and Ohio Railroad crossing to its mouth. The stream at the Baltimore and Ohio Railroad crossing is fixed, of course, and the mouth of the stream cannot probably be better located than at present. These two points, then, being fixed, there is no difficulty in loca-

ting a new channel-way between the two, to the infinite advantage of the property. Such a channel is represented on the tracing accompanying this report. The construction of this new channel, which should be 250 feet wide, has the following advantages:

1st. It will confine the stream to a well defined, direct and symmetrical course, instead of leaving it to meander along its present channel.

2d. It will redeem a large extent of water worn channel and prevent the constant erosion of the bluff which now bounds the stream on the south, and which will continue to be eaten away and destroyed by every flood, so long as the full force of the current is precipitated against it. The further, also, the stream eats its way to the south, the more difficult it will be for it to reach its mouth, and the formation of swamp will continue, and the great bend will become a stagnant pool in course of time.

3d. It will make it possible to locate a permanent bridge on the line of Clare street, which would, in the present location of the channel, be a most awkward thing. The new channel could be readily dredged through the marsh, and the improvements carried to its banks. It would also be kept scoured out by the increased rapidity of the current, being on the shorter line with the same total fall. The old channel could be filled in and much more ground redemeed than lost in making the new. In fact, this regulating the channel of Gwynn's Falls is an absolute necessity to an intelligent improvement of the district as a whole.

To sum up, we think:

1st. That Harman's bridge should at once be repaired on its present location, on one of two plans for which we give estimates of cost.

2d. We think a new channel, 250 feet wide, should be dredged for Gwynn's Falls, as indicated on the tracing submitted.

3d. We think that Ridgely street should be graded from Bush to Clare, and Clare carried south to the edge of the new channel, across which a permanent iron bridge should be built, and Clare street then extended to the high ground beyond. When this is done Harman's bridge can be removed. The filling in of Ridgely and Clare streets can be done mainly with ashes, under the orders of the Health Department, taking care that no garbage be carried there. The City Commissioner's Department should keep one or two men on the dump to regulate the dumping and keep the bank trimmed up. The bank should then be topped off with clay and sand, to make a fine road bed. The entire flat will make an admirable dump for ashes for years to come, for all weighty structures will have to be built on piles driven into the solid bed under the marsh.

We submit below estimates for the two plans for repairing Harman's bridge, and the cost of grading Ridgely and Clare streets:

Plan No. 1. The rebuilding Harman's bridge, using half of old joists and flooring; north end of bridge to be filled in for 300 feet south; thence trestle work repaired for 660 feet south; then build two spans of Howe truss, 125 feet each, across channel-way of Gwynn's Falls.

Removing the old structure	$500 00
Cost—300 feet of embankment, 2100 yds. at 50 cts	1,050 00
661 " trestle work	3,315 00
250 " Howe truss	6,250 00
3 timber piers for bridge	535 00
Amount carried forward,	$11,650 00

Amount brought forward,	$11,650 00
Engineering and contingencies, 10 per cent.....	1,115 00
Total.....	$12,765 00

Plan No. 2. The rebuilding Harman's bridge, using one-half the old floor and joists. No filling in to be made. Trestle work to be repaired throughout. Channel to be crossed by Howe trusses, as in plan No. 1.

Removing old structure.....	$500 00
Trestle work, from north end to channel.....	4,724 00
Two spans Howe truss, as before.....	6,250 00
Three piers, as before..	535 00
	$12,009 00
Engineering and contingencies.....	1,200 00
Total.....	$13,209 00

PERMANENT WORK.

We have, under this head, estimated the amount of filling necessary to grade Ridgely and Clare streets to the edge of the new channel, their full width of 66 feet. It amounts to 62,000 cubic yards, approximately. If a road only 24 feet wide should be constructed, it would require 32,000 cubic yards.

We have not investigated the cost of dredging the new channel, as that really should be done by the owner of the property, who has all the appliances, aided, perhaps, by the city.

Hoping the above will be satisfactory, we are

Very respectfully and truly yours,

C. H. LATROBE, C. E.,
W. BOLLMAN.

On December 4th, I instructed Mr. Wm. Nicoll, Assistant City Commissioner, to make a thorough examination of all the bridges under the control of this department, and on December 13th he reports as follows, giving in detail an account of their condition at present and the repairs which will be necessary during the coming season to keep them in proper condition—it being understood that it is the duty of the Northern Central Railroad Company to make all necessary repairs to the bridges on line of Charles street and Maryland avenue which cross their tracks:

Baltimore, December 13, 1882.

THOS. S. WILKINSON, Esq.,

Dear Sir:—I respectfully report the result of my examination of the city bridges, made in accordance with your instructions of the 4th inst.:

North-avenue bridge, over Jones' Falls and the tracks of the Northern Central Railroad, will require reflooring.

Maryland-avenue bridge, over Jones' Falls, will require repairs.

Maryland-avenue bridge, over tracks of Northern Central Railroad, is in fair condition.

Charles-street bridge, over Jones' Falls, will require repairs.

Charles-street bridge, over tracks of Northern Central Railroad, is in good condition.

St. Paul, Calvert and North-street bridges, over Jones' Falls, being new, are in first-class order, and will not need repairs for some time.

Preston-street bridge, over Jones' Falls, will have to be altered slightly by raising its west wings. This is made necessary by the change of grade of Preston street, from Calvert street to the bridge.

Chase-street bridge, over Jones' Falls, is a new bridge, and is in first-rate condition.

Eager-street bridge, over Jones' Falls, is an arch of brick, and is in excellent condition.

Madison-street bridge, over Jones' Falls, was refloored during the year, and is in good order.

Monument-street bridge, over Jones' Falls, is in good order.

Centre-street bridge, over Jones' Falls, is in good order.

Bath-street bridge, over Jones' Falls, will require an entirely new floor.

Hillen-street bridge, over Jones' Falls, is in good condition.

Gay-street bridge, over Jones' Falls, was built this season as part of the Jones' Falls improvement, and is first-class in every respect.

Fayette-street bridge, over Jones' Falls, is in good condition.

Baltimore-street bridge, over Jones' Falls, is in good condition.

Lombard-street bridge, over Jones' Falls, is in good condition.

Pratt-street bridge, over Jones' Falls, is in good condition.

Eastern-avenue bridge, over Jones' Falls, is in good condition.

Canton-avenue bridge, over Jones' Falls, will require a new top floor during the coming season.

The drawbridge, over Jones' Falls, at the city dock, has just been refloored with $2\frac{1}{2}$ inch oak, and is in thorough condition.

The bridge over Harris' creek on Boston street, will require a new floor during the coming season.

The bridge over Harford run on Jefferson street, will require renewing entirely, except some plan be adopted to improve the drainage leading into Harford run. The same may be said with regard to the bridges over the same run at Monument and McElderry streets.

The bridge over Harris' creek on Hudson street, is in good order.

The bridge on Argyle avenue, over the Baltimore and Potomac Railroad, has a new floor of $2\frac{1}{2}$ inch oak, and is in first-rate order.

The bridges over Race-street sewer, on West and Leadenhall streets, will need repairs.

The bridge over run on Leadenhall street, between Stockholm and Ostend streets, has been rebuilt this year in a substantial manner.

The three bridges on Washington road, are in good condition.

All painting necessary for the preservation of the bridges has been done this season.

FLAGSTONES.

The following is a statement of the number of rows of flagstones laid during the year, with their locations:

Flags charged to appropriations for flags and gutter-stones.

Fayette and Harrison streets	1 row.
Exchange Place and Holliday street	2 rows.
Aisquith and Douglas street	2 "
Front and Fayette streets	1 row.
Lombard and High streets	1 "
Exeter and Granby streets	1 "
Jefferson and Aisquith streets	1 "
Baltimore street, between Jones' Falls and Front street	1 "
Fayette and Exeter streets	1 "
Plowman and Albemarle streets	1 "
Monument and Gay streets	1 "
Monument and Aisquith streets	1 "
Fort avenue, near Hull street	1 "
Johnson and Clement streets	2 rows.
Lombard and Bethel streets	1 row.
Fayette street and Broadway	1 "
Hillen and East streets	1 "
Forrest and Chase streets	1 "
Hanover and German streets	2 rows.
Bond and Orleans streets	4 "
Hampstead and Bond streets	1 row.
Lombard, between Fremont and Penn streets	1 "
German and Fremont streets	1 "
John and Lanvale streets	3 rows.
St. Paul and Pleasant streets	1 row.
Baltimore street, between Harrison street and the Falls	1 "
Hanover and Randall streets	1 "
Townsend street and Carter alley	1 "

Greenmount avenue and Webster alley	1 row.
Monument and Constitution streets	1 "
Fairmount and Collington avenues	1 "
Fayette street and Collington avenue	1 "
Chester street and Eastern avenue	1 "
Barclay and Townsend streets	2 rows.
Park avenue and Monument street	4 "
Bond street and Eastern avenue	3 "
Eden street and Eastern avenue	1 row.
Lombard and Bethel streets	1 "
Canton and Collington avenues	1 "
Gay street, between Central avenue and Eden street	1 "
Carrollton avenue, between Lanvale and Townsend streets	1 "
Pennsylvania avenue and Union street	1 "
Heath and Hanover streets	1 "
Barney and Hanover streets	1 "
Windsor and Boston streets	2 rows.
German, between South and Calvert streets	1 row.
Front street, at St. Vincent's church	2 rows.
Charles and Henrietta streets	4 "
Hamburg and Johnson streets	1 row.
Battery avenue and Hamburg street	1 "
Sterrett street and Sterrett alley	1 "
Columbia avenue and Otterbein street	1 "
Townsend and Division streets	1 "
Druid Hill avenue and Mosher street	1 "
Druid Hill avenue and McMechen street	2 rows.
Saratoga and Charles streets	1 row.
Wilson street and Park Place	1 "
Myrtle avenue and Waesche street	1 "

Pine and Josephine streets	1 row.
Clinton avenue and Franklin street	1 "
Pine and Franklin streets	2 rows.
Arlington avenue and Mulberry street	1 row.
Fayette and Poppleton streets	1 "
Fayette and Carey streets	2 rows.
Fulton avenue and Franklin street	2 "
Linden avenue and Preston street	1 row.
Pennsylvania avenue and Biddle street	1 "
Lexington and Arch streets	1 "
Fremont and Franklin streets	3 rows.
Calvert street, near Fayette	1 row.
LaFayette and Fulton avenues	1 "
Druid Hill avenue and Presstman street	1 "
Russell and Cross streets	3 rows.
Mulberry and Schroeder streets	1 row.
Howard and Cross streets	2 rows.
McMechen street and Mount Royal avenue	1 row.
Broadway, between Aliceanna and Lancaster streets	1 "
Broadway and Aliceanna street	1 "
Gough and Bethel streets	3 rows.
Eager and Dallas streets	1 row.
Monument and Stirling streets	1 "
Lombard and Durham streets	1 "
Eden and Gay streets	1 "
Chew and Gay streets	2 rows.
Bank street and Central avenue	1 row.
Total	114 rows.

In addition to the above, three rows of flags were ordered, but could not be put down on account of frost. They will be laid in the spring.

Amount of appropriation	$8,000 00
Paid for flags in cross streets	754 64
	$7,245 36
Cost of flags above specified	$7,238 83
Balance	$6 53

Flagstones laid in connection with the repaving of Howard street with Belgian blocks :

Howard and Lombard streets	2 rows.
" " German "	2 "
" " Baltimore "	1 row.
" " Garrett "	1 "
" " Fayette "	2 rows.
" " Marion "	1 row.
" " Lexington "	2 rows.
" " Clay "	3 "
" " Saratoga "	1 "
" " Mulberry "	1 "
" " Franklin "	3 "
Total	19 rows.

Flagstones laid in connection with the repaving of Charles street with Belgian blocks :

Charles and Chase streets	1 row.
" " Biddle "	2 rows.
" " Preston "	2 "
" " Lanvale "	2 "
" " North avenue	1 row.
Total	8 rows.

Flagstones laid in connection with the paving of the intersection of Maryland and North avenues with Belgian blocks:

Maryland avenue, north side of North avenue	1 row.
" " south side of " "	1 "
Total	2 rows.

Flagstones laid in connection with the repaving of Calvert street with Belgian blocks:

In 1881.

Calvert and Mercer streets	1 row.
" " Water "	2 rows.
" " Lexington "	1 row.
" " Dark lane	1 "
" " Beaufort streets	1 "
" " Saratoga "	4 rows.
" " Pleasant "	1 row.
" " Mulberry "	2 rows.
" " Bath "	1 row.

In 1882.

Calvert and Franklin streets	4 rows.
" " Centre "	2 "
" " Spring alley	1 row.
" " Monument streets	2 rows.
" " Madison "	1 row.
Total	24 rows.

Flagstones laid in connection with the repaving of Gay street with Belgian blocks:

Gay and Smith's alley	2 rows.
" " Lombard streets	3 "

Gay and Second "	3 rows.
" " Baltimore "	2 "
" " Fayette "	3 "
" " Orange alley	2 "
" between Orange alley and Saratoga street	1 row.
" and Frederick streets	2 rows.
" " Harrison "	1 row.
" " Front "	1 "
" " Chestnut "	1 "
" between Front and High streets	1 "
" and High streets	3 rows.
" " Exeter "	2 "
" " East "	1 row.
" " Mott "	3 rows.
Total	31 "

GUTTER-PLATES.

The following is a list of the iron gutter-plates put down during the year, with the cost of each set, including labor, materials, &c.:

West gutter at Fremont and Hollins streets	$744 83
West gutter at Pratt and Mount streets	404 98
North gutter at Charles and Barre streets	346 80
North gutter at Broadway and Orleans street	557 39
East gutter at Broadway and Eastern avenue	421 14
West gutter at Stricker and Lombard streets	433 31
	$2,908 45

The above were charged to the general appropriation for gutter-plates, ($2,700,) and special appropriation for gutter-plates at Pratt and Mount streets, ($300.)

Total amount of appropriations	$3,000 00
Amount expended	2,908 45
Balance	$91 55

The following were made necessary by the repaving of Calvert, Gay, Howard and Charles streets, and were put down in connection with those works, and charged to Ordinance No. 140, approved October 4th, 1880:

North and south gutters at Calvert and Centre streets—old plates reset	$261 00
North and south gutters at Calvert and Monument streets—old plates reset	259 05
North and south gutters at Calvert and Madison streets—old plates reset	210 14
Total cost	$730 19

East and west gutters at Gay and Lombard streets—new set of plates	$515 29
North gutter at Gay and Baltimore streets—old plates reset	187 96
East and west gutters at Gay and Fayette streets—old plates reset	183 65
North and south gutters at Gay and Exeter streets—new set of plates	819 30
Two gutters at Gay and Ensor streets—old plates reset	51 70
Total cost	$1,757 90

West gutter at Howard and Lombard streets—new set of plates	$ 448 51
East and west gutters at Howard and Baltimore streets—old plates reset	209 05
East and west gutters at Howard and Franklin streets—new set of plates	550 77
North gutter at Howard and Centre streets—old plates reset	109 22
Total cost	$1,317 55

East and west gutters at Charles and Preston streets—new gutters constructed and covered with oak plank. Cost	$379 13

The following were reset and furnished with new timbers, brick gutters, &c., and were charged to repairs of paved streets, having been found necessary, in the prosecution of the said repairs, to their proper execution:

East gutter at Liberty and Lexington streets	$184 30
West gutter at Frederick and Fayette streets	86 60
West gutter at Harrison and Fayette streets	86 52
East and west gutters at Lombard and Frederick streets—new set of plates	493 62
Total cost	$851 04

The following were put down, in pursuance of special resolutions of the Mayor and City Council:

North gutter at Patterson Park avenue and Essex street—new set of plates, cost $973.74. Charged to repairs of paved streets, as per Resolution No. 130, approved May 3, 1882.

South gutter at Calvert and Read streets—new set of plates, cost $455.37. Charged to repairs of sewers, as per Resolution No. 144, approved May 8, 1882.

In pursuance of Resolution No. 93, approved April 4, 1882, the iron gutter-plates at the intersection of Charles and Eager and Charles and Read streets were removed, and replaced by 2½ inch oak planking. The plates removed were used to cover gutters at other points.

Previous to the present year, gutters covered with iron plates were paved with cobblestones, and, from the inequalities presented by pavements of this kind, were constantly liable to obstruction through the accumulation within them of debris from the streets. The iron-covered gutters constructed during the present year have been paved with bricks—a four-inch course being placed upon a bed of sand and thoroughly cemented, forming a smooth surface, over which the water, with its accumulations, will flow with the least possible friction.

Thanking his Honor the Mayor, and the members of the City Council generally, for their many acts of courtesy and kindness, this report is respectfully submitted.

THOS S. WILKINSON,
City Commissioner.

LIST OF TABLES ANNEXED TO THE CITY COMMISSIONER'S REPORT FOR THE YEAR 1882.

Table A exhibits the amount of appropriations, the amounts expended, and the balances due on the several appropriations.

Table B shows the amount of money required for the year ending 31st December, 1883.

Table C states the number of streets, lanes and alleys paved, with names of contractors, dates of contract, dates of acceptance of work, and amount of paving done.

Table D exhibits the amount of superficial feet of repaving done to December 31, 1882, and the different localities in which it was done.

Table E exhibits the revenue received in the department for the year ending 31st December, 1882.

TABLE A.

Showing the Amount of Appropriations and the Balances due on the several Appropriations for the year ending on the 31st December, 1882.

ACCOUNTS.		Appropriations	Amounts Paid.	Amounts Undrawn.
Repairs of sewers and inlets	$12,300 00			
Paid Register	1,139 34			
		$13,439 34	$8,960 85	$4,478 49
Flag and stepping-stones	$8,000 00			
Paid Register	15 90			
		8,015 90	7,993 47	22 43
Repaving Charles street, from Madison to Chase street, with Asphalt blocks		11,986 62	11,986 62	.....
Repairs of paved streets	$75,000 00			
Paid Register	2,069 31			
		77,069 31	74,969 86	2,099 45
Repairs of bridges		12,500 00	10,677 30	1,822 70
Paving and repaving in front of city property		900 00	893 50	6 50
Incidentals		25 00	24 00	1 00
Salaries		9,000 00	9,000 00	.....
Livery of horses		700 00	700 00	.....
Paving and repaving "cross streets"		6,000 00	5,988 23	11 77
Paving of "new streets"		27,103 05	27,103 05	.....
Repairs of unpaved streets		3,000 00	2,809 23	190 77

Improvement of Jones' Falls..... $103,176 59			
Paid Register..... 1,394 66			
	104,571 25	103,176 59	1,394 66
Improvement Jones' Falls, hydraulic machinery to open and close the drawbridge.....	4,000 00	4,000 00	.....
Extension of Harford-run sewer.....	10,229 00	3,213 03	7,015 97
Improvement of Harford run, including "diversion sewer," and Eden-street sewer, from Holland to Abbott street. $54,108 45			
Paid Register..... 4 49			
	54,112 94	54,108 45	4 49
Ordinance No. 140, of 4th October, 1880—repaving Calvert street..... $40,957 66			
Paid Register..... 4,404 10			
	45,361 76	45,361 76	.....
Ordinance No. 140, of 4th October, 1880—general....	32 19	32 19	.....
Ordinance No. 140, of 4th October, 1880—repaving Charles street, from Chase street to North avenue..... $36,436 78			
Paid Register..... 367 55			
	36,804 33	36,436 78	367 55
Amounts carried forward.....	$424,850 69	$407,434 91	$17,415 78

TABLE A—Concluded.

ACCOUNTS.		Appropriations	Amounts Paid.	Amounts Undrawn.
Amounts brought forward		$424,850 69	$407,434 91	$17,415 78
Ordinance No. 140, of 4th October, 1880—repaving Howard street, from Lombard to Centre street	$49,019 45			
Paid Register	115 40			
		49,134 85	49,019 45	115 40
Ordinance No. 140, of 4th October, 1880—repaving Gay street, from Pratt to Aisquith street		28,861 57	28,861 57	.....
Ordinance No. 140, of 4th October, 1880—repaving Eutaw Place, from Dolphin street to North avenue		766 17	766 17	.....
Ordinance No. 140, of 4th October, 1880—repaving intersection of North and Maryland avenues		1,710 47	1,710 47	.....
Light-street bridge		1,200 00	1,126 75	73 25
Light-street bridge, reconstruction of draw and abutments		8,700 00	8,699 91	09
Chatsworth-run sewer, from Baltimore to German street	$9,300 00			
Paid Register	2 62			
		9,302 62	9,289 65	12 97
Sewer in McMechen street, with inlets		4,000 00	3,774 36	225 64

Inlets in Fremont and Pratt streets	2,900 00	2,194 68	705 32
Schroeder's-run sewer, reconstruction of outlet at Carey street	5,500 00	5,064 06	435 94
Sewer at the foot of Washington street	220 00	220 00	.....
Head-walls and extra foundations at outlet of Chatsworth run	525 00	524 30	70
Iron gutter-plates	2,700 00	2,608 45	91 55
Iron gutter-plates at Mount and Pratt streets	300 00	300 00	.....
Traps to various inlets	1,600 00	1,519 90	80 10
Cases for plats, &c., in City Commissioner's office	300 00	210 10	89 90
	$542,571 37	$523,324 73	$19,246 64

TABLE B.

Showing the amounts required for the City Commissioner's Department for the year ending 31st December, 1883.

Repairs of paved streets	$75,000 00
" bridges	10,000 00
" sewers and inlets	12,500 00
" unpaved streets	3,000 00
Flag and stepping-stones	10,000 00
Paving in front of city property	1,000 00
Paving and repaving "cross streets"	15,000 00
Incidentals	50 00
Salaries	9,000 00
Extension of Harford-run sewer and inlets.	9,000 00
Livery of horses	700 00
Light-street bridge	1,200 00
Light-street bridge, balance due on reconstruction of draw	60 00
Harford-run sewer, to repair from Eastern avenue (resolution 5, of 23d November, 1882,) to Bank street	8,682 50
Preston street, to regrade, &c., from Calvert street (ordinance 123, of 21st October, 1882,) to Jones' Falls	4,449 44
	$159,641 94

TABLE C.

Statement of Streets, Lanes and Alleys paved for the year ending 31st December, 1882.

Names of Streets.	Name of Contractor.	No. of Sq. Feet.	Price per Sq. Foot.	Date of Contract.	Date of Acceptance.
Stoddard alley, between Laurens and Presstman streets	Jas. P. McGovern.	6,270	5¾ cents.	July 7, 1881.	March 25, 1882
Mount street, between Lafayette and Patterson avenues	Jas. P. McGovern.	63,374	5 "	Sept. 7, 1881.	May 11, 1882.
Robert street, between McCulloh street and Druid Hill avenue	John Haugh.	10,655	4¾ "	July 15, 1881.	July 1, 1882.
Valley street, between John and Hoffman streets	P. Reddington.	12,667	6 "	May 13, 1882.	"
Morton alley, between Hoffman and Oliver streets	John Lyons.	3,984	5¾ "	"	"
Vincent alley, between Lafayette and Patterson avenues	John Haugh.	29,676	4½ "	Aug. 27, 1881.	July 31, 1882.
Burke street, between Eastern and Canton avenues	Hagerty & Co.	13,284	6 "	July 15, 1882.	Sept. 20, 1882.
Broadway, between Gay street (or Belair avenue) and Hoffman street	John Haugh.	45,498	5 "	Aug. 27, 1881.	Sept. 8, 1882.
China alley, between Cross and Hamburg streets	John H. D. Boone.	5,591	5½ "	July 28, 1882.	Nov. 1, 1882.
Bruce alley, between Edmondson and Harlem avenues	Boston Fear.	4,897	5½ "	June 20, 1882.	Nov. 17, 1882.
Addison alley, between High and Front streets	A. Schneider & Son.	7,640	5½ "	Oct. 26, 1882.	Nov. 24, 1882.
Rutter alley, from Dolphin to Lanvale street	Owen Patterson.	7,070	Private.	Nov. 17, 1882.	Dec. 2, 1882.
Caroline street, between John street and North avenue	James P. McGovern.	111,840	6½ cents.	Oct. 31, 1881.	Dec. 21, 1882.
Robert street, between Madison avenue and Eutaw Place	P. Reddington.	12,837	Private.	July 22, 1882.	Aug. 25, 1882.

TABLE C—Concluded.

Names of Streets.	Name of Contractor.	No. of Sq. Feet.	Price per Sq. Foot.	Date of Contract.	Date of Acceptance.
Chase street, between Constitution street and Jones' Falls	P. Reddington.	17,000	Private.	Feb. 20, 1882.	June 1, 1882.
Hargrove alley, between John and Hoffman streets	Owen Patterson.	6,400	"	April 5, 1882.	"
Townsend street, between John street and Mt. Royal avenue	Owen Patterson.	12,640	"	"	June 27, 1882.
Wilcox street, between Chase and Biddle streets	F. A. Holbrook.	3,840	"	April 6, 1882.	May 6, 1882.
Morris alley, between Robert and Laurens streets	P. Reddington.	6,600	"	July 24, 1882.	Aug. 25, 1882.
Laurens street, between Eutaw Place and Morris alley, (north side)	P. Reddington.	2,785	"	Aug. 12, 1882.	"
Presstman street, between Mount street and Vincent alley	John G. Schwind	6,175	"	Aug. 26, 1882.	Dec. 4, 1882.
Eager street, between Washington and Chester streets	Longeman & Strine.	17,142	"	Oct 17, 1882.	Dec. 7, 1882.
Mount street, between Liberty road and Presstman street	John G Schwind.	5,243	"	Nov. 29, 1882.	Dec. 4, 1882.
Presstman street, between Gilmor street and Vincent alley	John G. Schwind.	6,175	"	"	Dec. 30, 1882.
		419,283			

TABLE D.

Showing the Quantity of Repairs done on the Streets and Alleys during the year 1882.

STREETS.	Area in Feet.	Loads of Sand.	Perches of Stone.	Linear Feet Kerb Reset
Ann street	35,961	526	71½	883
Aisquith street	57,033	780	126½	953
Aliceanna street	16,642	170	29	91
Booth street	276	4		
Baltimore street	261,392	1,926	439	146
Bolton street	960	5	2	
Barre street	4,579	44	9¾	
Biddle street	8,648	64	18	
Bath street	5,569	67	9¼	
Bank street	3,908	32	2	300
Block street	7,228	52	15½	
Broadway	60,844	665	49½	22
Bowly's wharf	1,326	6	3	
Chapel street	914	10		
Carrollton avenue	12,534	157	13½	
Carey street	32,393	190	38¼	
Columbia avenue	688	8	1	
Charles street	142,250	1,332	240¾	244
Conway street	432	12		
Clay street	915	14	1¾	
Camden street	18,799	243	34¼	
Centre street	1,647	12	2	
Calvert street	8,385	154	18½	348
Chew street	2,425	25	5½	
Central avenue	5,581	39	9	
Amounts carried forward	691,329	6,537	1,139½	2,987

TABLE D—Continued.

STREETS.	Area in Feet.	Loads of Sand.	Perches of Stone.	Linear Feet Kerb Reset.
Am'ts brought forward.	691,329	6,537	1,139½	2,987
Chester street	6,268	45	5	.....
Chestnut street	11,805	142	34	48
Canton avenue	11,043	104	44	.....
Chase street	20,839	235	46	43
Concord street	8,776	56	23	.....
Caroline street	20,936	153	45	.....
Centre market	4,224	35	9	.....
Exeter street	11,409	115	25½	106
Eastern avenue	34,357	291	76¾	13
East street	3,970	47	2½	85
Eager street	2,000	27	6½	.....
Eutaw street	44,777	692	99	.....
Forrest street	23,847	273	61	201
Front street	12,015	115	28½	.....
Frederick street	24,838	321	37½	142
Fremont street	4,895	114	13½	176
Fayette street	113,123	1,136	189¼	739
Fulton street	2,916	38	2½	.....
Franklin street	11,843	115	17¾	.....
Granby street	7,361	70	11	317
Gough street	23,354	232	56½	363
Gay street	21,529	200	38½	76
Greenmount avenue	1,241	13	4	.....
German street	40,465	520	97½	29
Harrison street	2,136	32	4½	.....
Hillen street	6,438	80	11½	157
Holliday street	37,080	454	80½	453
Amounts carried forward	1,204,814	12,192	2,209¾	5,935

TABLE D—Continued.

STREETS.	Area in Feet.	Loads of Sand.	Perches of Stone.	Linear Feet Kerb Reset.
Am'ts brought forward.	1,204,814	12,192	2,209¾	5,935
High street	53,395	578	120	1,247
Hampstead street	1,340	10	2½	.....
Hill street	6,802	91	25¼	.....
Hanover street	96,496	948	176¾	.....
Jefferson street	1,781	26	3½	99
Long dock	13,379	118	34½	.....
Lloyd street	6,987	60	27½	254
Lombard street	33,802	469	49½	1,815
Light street	15,346	205	36¼	.....
Lexington street	8,044	84	12	.....
Mill street	11,745	67	26	.....
Mott street	4,774	49	11½	.....
McKim street	5,565	52	11	.....
Madison street	5,205	84	10	16
Monument street	72,919	967	136¼	841
Montgomery street	16,469	188	41½	.....
Neighbor street	2,463	25	5	.....
Orleans street	20,909	193	45½	476
Pine street	1,091	16	4¼	.....
Preston street	1,435	20	4	.....
Paca street	28,138	479	90	.....
Pratt street	89,304	1,214	161¼	.....
Pennsylvania avenue	19,526	203	22	.....
Park street	14,966	142	18½	.....
Philpot street	10,869	62	13½	.....
Stiles street	10,857	124	22	463
South street	5,413	42	17	.....
Amounts carried forward	1,763,834	18,708	3,336¾	11,146

TABLE D—Continued.

STREETS.	Area in Feet.	Loads of Sand.	Perches of Stone.	Linear Feet Kerb Reset.
Am'ts brought forward.	1,763,834	18,708	3,336¾	11,146
Spring street	1,007	7	½	.....
Sharp street	7,031	86	12¼	.....
Stricker street	2,691	22	1	.....
Saratoga street	88,793	940	394¼	.....
St. Paul street	5,224	42	9	.....
Thames street	22,766	159	54	.....
Watson street	9,963	80	23¼	451
Washington street	1,123	13	1	.....
Williamson street	1,110	12	2	.....
York street	15,921	253	24¾	.....
	1,919,463	20,322	3,858¾	11,597

TABLE D—Continued.

Table showing Repairs of Alleys.

	Area in Feet.	Loads of Sand.	Perches of Stone.	Lin. Feet Kerb Reset.
Armistead lane	1,998	21	4	.....
Bell alley	1,006	13	½	.....
Cypress alley	2,050	27	4	.....
Calhoun alley	126	.....	.....	.....
Eden lane	2,176	16	2½	39
Foster alley	4,782	39	8½	.....
Hargrove alley	3,112	21	4	.....
Jordan alley	9,116	79	16½	.....
Jenkins alley	4,746	34	8	.....
King street	1,004	17	3¾	.....
Lovegrove alley	6,824	61	18¾	.....
Mason alley	8,362	72	10½	.....
Morris alley	5,486	33	8	.....
Madeira alley	1,779	16	4	.....
N alley	1,106	10	2½	.....
Necessity alley	2,076	32	.....	19
Orange alley	910	6	1	.....
Oxford alley	998	6	1	.....
Peabody alley	4,237	45	2½	122
Stump alley	564	12	1	.....
Welcome alley	735	7	2	.....
	63,193	567	103	180

TABLE D—Concluded.

Grand total quantities in Repairs of Streets and Alleys.

STREETS AND ALLEYS.	Area in Feet.	Loads of Sand.	Perches of Stone.	Lin. Feet Kerb Reset.
Streets	1,919,463	20,322	3,858¾	11,597
Alleys	63,193	567	103	180
	1,982,656	20,889	3,961¾	11,777

BELGIAN-BLOCK PAVEMENT RELAID ON BALTIMORE STREET.

Whole number of feet square..... 102,552

36,453 square feet paid for by Equitable Gaslight Co.
66,099 " " " " the city.

TABLE E.

Showing the Revenue received in the Department of the City Commissioner for the year ending 31st December, 1882.

On What Account Received.	Amount.
Vaults and areas	$ 785 15
Repairs of sewers and inlets	1,139 34
" " paved streets	2,069 31
Improvement of Jones' Falls	1,394 66
" " Harford run	4 49
Flag and stepping-stones	15 90
Ordinance 140, of 4th October, 1880—Calvert street	4,404 10
Ordinance 140, of 4th October, 1880—Howard street	115 40
Ordinance 140, of 4th October, 1880—Charles street	367 55
Chatsworth-run sewer	2 62
Public printing	149 00
	$10,447 52

REPORT

OF

THE JONES' FALLS COMMISSION,

TO THE

Mayor and City Council of Baltimore,

FOR THE

FISCAL YEAR ENDING DECEMBER 31st, 1882.

REPORT.

Baltimore, January 2, 1883.

To the Honorable the Mayor
and City Council of Baltimore:

GENTLEMEN:

When the present city officials, constituting the Jones' Falls Commission, took charge of that work, they could find no record of its proceedings since 1878, and were able to ascertain the various acts of the Commission only through the courtesy of the Engineer, who had kept memoranda of the several verbal orders he had from time to time received for his guidance. The present Commissioners, in order to preserve in a permanent form, the resolves and orders of their predecessors, required a full and succinct report from the Engineer, taken from the memoranda in his possession, of all his work from 1878 to the time when the present Commissioners took possession, and this is being recorded in a book provided for that purpose. Since March 1, 1882, the Commission has kept regular minutes of its proceedings.

The work on Jones' Falls has been progressing most satisfactorily, as will appear from the report of the Engineer, hereto appended. It is believed that during the Summer of 1883 the work will be fully completed, and will be a most

substantial and workmanlike improvement, for which the Engineer is entitled to the highest commendation.

Respectfully submitted,

WM. PINKNEY WHYTE,
Mayor.

THOS. S. WILKINSON,
City Commissioner.

ENGINEER'S REPORT.

Baltimore, April 30, 1882.

To the Hon. Wm. Pinkney Whyte, *Mayor*,
Thos. S. Wilkinson, Esq. *City Commissioner*,
Commissioners for the Improvement of Jones' Falls.

Gentlemen:

In response to your request of April 14, I take pleasure in submitting the following report, relative to the progress and cost of the Jones' Falls Improvement since my appointment as Engineer in Charge, on October 1, 1878.

The first work put under my charge was the design and construction of the Calvert-street bridge. The two abutments had been let to D. Hagerty & Co., I believe some little time before the accession of Col. George P. Kane to the Mayoralty, but he had ordered the work stopped.

The contract with Hagerty & Co. was only for two abutments, no piers or other masonry being included. The plan of these abutments was so unsuited to the character of the bridge, that after designing the structure as a whole, they were altered to suit, and a new contract was entered into for all the masonry with D. Hagerty & Co. The

masonry consists of two abutments, three piers, and forty-two small pedestals. It is all of first class cut stone work from Port Deposit, with hammered string courses and coping. The foundations are all upon solid rock except the pedestals, which rest on concrete.

The superstructure, which is sixty-two feet wide, consists of two spans, one of one hundred and sixteen feet, crossing the Falls, and the other of one hundred and forty-five feet ten inches, crossing the main tracks of the Northern Central Railroad, and two lengths of viaduct, one hundred and ninety-five feet, and one hundred and twenty-two feet two inches, respectively, making total length of structure five hundred and seventy-nine feet. The spans, which are of the Bowstring type of truss, are almost entirely of wrought iron, the only cast parts being the bed plates, gutters, hand rail and ornamental work. The viaduct consists of five lines of wrought iron plate girders resting on cast iron columns, making one broad carriageway and two footways. The spans have three (3) arched ribs each, making two carriageways of about seventeen feet six inches each in the clear, and two sidewalks of ten feet clear, each. The flooring is composed of wrought iron floor joists and buckled plates, on which is laid a solid bed of asphalte.

The entire structure was built in the most substantial manner, and is entirely fire proof.

Malster & Reaney, of this city, were the contractors for the iron work. The lamp clusters were furnished by Mitchell, Vance & Co., New York, and the asphalte was laid by A. L. Barber & Co., of Washington, D. C. The height above the stream is about 40 feet, and above the railroad tracks about 26 feet in the clear.

The bridge was thrown open to travel on August 2, 1880.

The drawbridge at the mouth of Jones' Falls, was the second work taken in hand, and consists of one wrought iron swinging span 198 feet long from centre to centre of end pins, with a cast iron turn-table 25 feet 5½ inches in diameter. There are two trusses with a clear width of about 19 feet, and two sidewalks of 4 feet each.

The substructure consists of two abutments and one pivot pier. There are also guard piers resting on piles, extending up and down stream a distance equal to the length of the bridge, for its protection from vessels when swung open. They are made of timber, and loaded with broken stone which brings them to a bearing on the pile heads. The bridge is at present turned by hand, but is designed with a view to using steam, or water, if desired.

It was built by Wendell Bollman, and was opened for travel on March 13, 1880.

North-street bridge was the third work begun. The superstructure, which is 350 feet long, is composed of wrought and cast iron, the latter used in top chords and ornamental end posts, bed plates, &c.

It is of the triangular pattern with vertical end posts. The general dimensions of each span are 175 feet between end pins, height between centres 30 feet, and width 40 feet between centres of trusses, giving a clear roadway of about 39 feet, with two sidewalks of about 9 feet each in the clear, making a total width over all of 62 feet. The floor is of wood, in two layers of plank, laid diagonally on wooden floor joists. The substructure consists of a pier about 50 feet high, and two abutments, all of first-class cut stone work, and founded on rock.

The east wing of the south abutment was carried back some distance, for protection from the deep cut of the N. C. R. R., which passes close by.

Ground was broken for this bridge on May 30th, 1879, and bridge was ready, although not opened to travel on account of the approaches being unfinished, August 3, 1880.

Saint Paul street bridge, the largest of these bridges, comes next in point of time. It has a length of 703 feet, with a breadth of 68 feet, and extends from near the intersection of Hoffman street, on the south end, to a little beyond the line of crossing of Federal street, on the north. It crosses the Falls and the yard and the main tracks of the N. C. and B. and P. R. Railroads. The first by an arched span of 110 feet to Pier No. 1, and thence to Pier No. 2, at the depot building, by a series of girders resting on columns about 40 feet apart, and finally to north abutment, by an arched span of 280 feet, between end pins. The superstructure is of wrought iron throughout, with the exception of bed-plates, gutters, hand rail and ornamental work.

The spans have two trusses set 40 feet from centre to centre, and sidewalks 14 feet each, giving a total width of 68 feet over all. The heights at centres are 15 and 30 feet, respectively.

On span No. 1 the roadways are in the clear about 37 feet, and on No. 2, about 34 feet. The viaduct has a length of 308 feet 6⅝ inches, and is composed of four lines of wrought iron columns and girders, in spans of 40 feet; the height above the ground is 21 feet. The floor is similar to Calvert street, having wrought-iron floor joists and buckled plates on both spans and viaduct, and a solid bed of asphalte.

There are ten clusters of ornamental lamps, clusters of seven lights each on the ends of 110 feet span, and midway between spans on viaduct, and at ends of 280 feet span, the

clusters have ten lights each. The superstructure was manufactured by H. A. Ramsay, & Co., in Baltimore, with the exception of eye-bars and flooring material, which could not be obtained here; the bronze lamps by Mitchell, Vance & Co., of New York.

The substructure consists of two abutments of the box pattern, two piers, and twenty-nine (29) small pedestals for viaduct columns; the former are all of first class cut stone work, and carried down to a solid rock foundation; the pedestals rest on a good bed of concrete.

The masonry was built under contract with McCabe Brothers. Work was begun at the south abutment on September 8th, 1879, and it was completed and bridge opened for travel October 6th, 1881.

The new bridge at Pratt street, the next in order, is a wrought-iron span of 106 feet 8 inches between end pins, composed of three trusses, 20 feet apart, each, and with two sidewalks 11 feet each, making a total of 62 feet over all. The roadway floor is of granite blocks on two inches of sand, which, in turn, rests upon a solid bed of asphalte—the whole sustained by wrought iron buckled plates rivetted to iron floor joists. The sidewalks are finished with artificial stone laid in colors; the gutters are made of the same artificial stone. The west abutment having been recently rebuilt, we only had to renew the east abutment, which was done in a substantial manner. On both ends of each truss are handsome lamp-posts and pedestals, each surmounted by a single lamp.

The ironwork was constructed in Baltimore, by H. A. Ramsay & Co. It was necessary, owing to the heavy and important traffic across this bridge, that the erection should

not interfere with the passage of vehicles &c.; it was therefore rebuilt one-half at a time. The first half was thrown open to travel April 8, 1881; it was finally finished, and the second half thrown open to travel, July 18, 1881.

Chase-street bridge was the next work taken up. It crosses both Jones' Falls and the tracks of the N. C. R. R., and has two spans (118 feet 8 inches and 130 feet 8 inches,) of two trusses, each 40 feet apart, centre to centre, of the triangular type, with vertical end posts: also, two sidewalks 11 feet each, giving a total width over all of 62 feet. It is composed entirely of wrought iron, except a few castings at top ends, and bed-plates.

Its height above the stream is about 44 feet, and above the railroad tracks about 27 feet in the clear. The ironwork was manufactured and erected by H. A Ramsay & Co. The substructure consists of two abutments and one pier, all of first class cut stone work, and based on solid rock. Ground was broken July 2, 1880, and the masonry finished about March 20, 1881. The iron superstructure was finished September 30, 1881.

The approaches not being graded, the bridge has not yet been opened for travel.

The superstructure of Gay-street bridge, next in order, was let July 12, 1881, to H. A. Ramsay & Co. It is a wrought iron span of 75 feet between end pins. There are three trusses 20 feet apart, c. to c., and two sidewalks 10 feet 7 inches each, making a total over all of 61 feet 2 inches. In regard to the width of this bridge, it may be well to state that when it was designed, the extreme irregularity of Gay street as to width and direction, came up in connection therewith. As the bridge was to be a permanent improve-

ment, built of imperishable materials, it was considered best by the City Commissioner and myself, to make it available for any future improvement in the street. The carriage-ways could not have been made less than they were, as we have to pass a street car and a wagon through each roadway; for unlike the old bridge, the trusses are above deck. It became then a mere matter of contracting the foot-ways, which, in view of the great travel, would have been a misfortune.

The next work in point of order, is the new support walls, between Hillen and Low streets, on both sides of Jones' Falls, and at the intersection of North and Chase streets, on the west side of the falls.

Gang No. 1, was put to work on May 2, 1881, at Front-street Theatre, east side of falls, under James R. Carroll as foreman, and was equipped with hoisting engine and derrick. They will have finished by April 30, 503 lineal feet of wall, including the east abutment of Gay-street bridge, and one-half the west abutment, making 1460 cubic yards, approximately.

Gang No. 2, was put to work on May 23, 1881, at Hillen-street bridge, west side, under Wm. C. Thomas as foreman, and equipped with hoisting engine and derrick. They will have finished to April 30, 518 lineal feet of support wall, making 1466 cubic yards, approximately.

Gang No. 3, was put to work on August 15, 1881, at the north side of the west abutment of Chase-street bridge, under James Donohue as foreman, and equipped with hoisting engine and derrick. They will have finished to April 30, 241 lineal feet of support wall, making 2114 cubic yards, approximately; thus the total work done by the

gangs to April 30, 1882, is 1262 lineal feet of wall, making 5048 cubic yards, including the timber foundation. All of the new wall between Hillen and Low streets is on piles, except about 130 feet next to Hillen-street bridge, and averages between 15 and 16 feet high from platform to top of coping, its base being six feet thick and its top three feet, under the coping, which projects 6 inches.

The Chase street wall is from 28 to 30 feet high, 12 feet thick at the base, and 3 feet under the coping. It is founded throughout on solid rock, which had to be blasted into shape. All of the walls are of first class ranged work on the face, with rubble backing.

All the work on the walls has been done by the day, except the cutting, which is done by the foot. The first contract for stone was made with John Harris and John Curley, from the Jones' Falls quarries. It soon became so apparent that they could not keep us going, that a second contract was made with John Keaveny of Port Deposit, and finally a contract was made with Hugh Sisson, who will now furnish us with a majority of the stone needed.

I think I may say that the work done is of the very best quality, and the foremen have shown themselves to be honest and capable. The material in the old walls has been mostly used for backing.

The lines of the condemnation between Hillen and Low streets have been closely followed, and the alignment is excellent.

The value and beauty of the improvement between Hillen and Low streets cannot be fully seen until the walls are done and the new bridge up at Gay street.

One of the worst bends in the stream has been taken out, between Hillen and Gay streets, at Musgrave's tannery, where the new wall is twenty feet inside of the old one.

I now submit below the amounts expended on the Jones' Falls improvement under my charge.

Calvert-Street Bridge.

Substructure	$76,566 54	
Drain wells, end pedestals, &c	1,929 57	
Superstructure complete	141,301 04	
		$219,797 15

City-Dock Drawbridge and Approaches.

Substructure	$15,000 00	
Land damages on north approach	6,871 00	
Superstructure	14,500 00	
		36,371 00

North-Street Bridge.

Substructure	$34,329 73	
Paving approaches, &c	2,368 42	
Superstructure	42,292 63	
		78,990 78

St. Paul-Street Bridge.

Substructure	$60,762 63	
Land damages at north abutment	7,000 00	
Approaches	6,113 00	
Superstructure complete	276,788 10	
		350,663 73

Pratt–Street Bridge.

Tearing out old work	$1,853 85	
Substructure	6,766 03	
Superstructure	34,037 88	
Total	$42,657 76	
Deduct for sale of old material	600 00	
		$42,057 76

Chase–Street Bridge.

Substructure	$34,430 05	
Rock excavations, drain-pipes, &c	546 05	
Superstructure	30,939 00	
		65,915 10

Gay–Street Bridge.

Superstructure, amount paid to date	$17,297 32	
Less, by sale of old iron	700 00	
		16,597 32

Equipment Account.

Value of materials, tools, engines, derricks, &c., purchased for prosecuting this work	7,809 18

Engineering Expenses.

Salaries of engineer in charge, and office and field employees	14,629 22

Jones' Falls Improvement.

Gang No. 1	$24,578 32	
Gang No. 2	27,284 09	
Gang No. 3	26,547 26	
		78,409 67

Miscellaneous Expenses.

Purchase of office materials	193 30
Total	$911,434 21

Engineering and office expenses of all kinds amount to $1\frac{8}{10}$ per cent. of cost of work. Equipment account should be credited with the value of the following articles:

3 Steam hoisting engines complete;

1 Steam pumping engine complete;

3 Large derricks with wire rope guys;

1 Centrifugal pump;

2 Pile drivers;

and a large and varied assortment of tools and machinery of all kinds necessary for the prosecution of the work.

The average cost of new cut stone support walls of Jones' Falls, per cubic yard, is $14.54, including piling for gangs Nos. 1 and 2, and the removing of a large quantity of earth, made necessary because of straightening the line.

The work remaining to be done according to orders issued under the last administration, consists of about 150 lineal feet of support wall, just south of the west abutment of Chase-street bridge, and 578 lineal feet of support wall between Hillen and Low streets, on the west side. As to

new work, I would respectfully suggest that the dilapidated and ruinous piece of wall between Low and Fayette streets, on the west side of the falls, should be rebuilt as soon as possible, which will complete the improvement on the lower falls. I would also suggest the building of a low wall on the south side of the falls, from North street to Charles street, at which point the scope of the improvement ends, so that the banks may be sloped and sodded between the new bridge abutments. In connection with this, the old dam at the site of the Belvidere bridge should be removed. It is now perfectly useless since the removal of the Pearl Hominy Mill, and keeps in place a vast accumulation of mud, which extends almost to Charles street, and which, in the summer time, is most offensive and unsightly. This mud would soon be carried out by the stream itself and reveal the true bed of the stream, which is rock and gravel. Should the Biddle-street bridge be built, the North street wall should be continued to the Railroad bridge, which will contain the western abutment of the said bridge.

The condition of the fund for the Jones' Falls improvement at this date, based upon information obtained from the Register, is as follows:

Total fund under the enabling Act, and approved by the vote of the people	$2,500,000 00
Authorized to be issued by the Council	1,707,000 00
Balance as yet unauthorized by Council	$793,000 00
Authorized as above by Council	$1,707,000 00
Total issued to date	1,600,000 00
Available but unused	$107,000 00

Amount brought forward.....	$107,000 00
Approximate cash in hand.....	17,000 00
Total available at this date.....	$124,000 00
Amount requiring authority of Council.....	793,000 00
Total from all sources.....	$917,000 00

Respectfully submitted,

C. H. LATROBE,
Engineer Jones' Falls Commission.

Baltimore, December 30, 1882.

To the HON. WM. PINKNEY WHYTE, *Mayor*,
THOS. S. WILKINSON, Esq. *City Commissioner*,
Commissioners for the Improvement of Jones' Falls.

GENTLEMEN:

Permit me to submit for your consideration my report of the work done on the Jones' Falls Improvement during the year ending December 31, 1882.

On April 30, 1882, I made a special report to that date for your information, which will be in part recapitulated here. The work done has been—

1st. The continuation of the reconstruction of the support walls between Hillen and Low streets, and the building of the wall south of Chase street.

2d. The erection of the superstructure of Gay-street bridge.

3d. The building of an hydraulic engine, and its application to the opening and closing of the drawbridge at the mouth of the Falls.

The support walls have been continued steadily since my last report, and I now have the pleasure to state that they stand completed as far as ordered by the last administration; that is, the wall at the intersection of North and Chase streets, has been carried far enough north to admit of the grading of North street, and far enough south to protect North street, and to fulfil the arrangement made with John T. Lee, on file in the Comptroller's office, whereby the city agreed in return for certain property and privileges, to extend the wall to the southern end of his property; also, the walls have been completed on both sides of the Falls, between Hillen and Low streets, including new abutments for Gay-street bridge, which is the extent of the condemnation made under Ordinance No. 121, of May 20, 1880. This work has been all done by the day, in accordance with Ordinance No. 99, passed October 11, 1878.

The wall at Chase and North streets has been founded upon the solid rock everywhere, much blasting being necessary. The walls between Hillen and Low streets are built for the most part upon platforms resting on piles, which penetrate the bed of the falls from 8 to 14 feet.

The piles will average 12 inches in diameter, and are driven until they refuse to go one inch under a 1600-pound hammer, dropped 20 feet. The caps are 8 by 10 inches, and the flooring 3 inches thick. These piles are placed 2½ to 3 feet apart, across the wall, and 4 feet, center

to center, in the line of the wall. In all cases the entire timber foundation has been placed well under the ordinary water surface of the Falls, so as never to be exposed. This necessitated considerable excavation and pumping, but was thought best, as it places the foundation not only well below water, but will prevent any danger from scouring in floods. The pile heads have also been in all cases well packed with stone, and a similar protection placed against them in front of the wall. Drainage for all yards covered by the wall has been provided by iron pipes built in; the proprietors in nearly all cases furnishing the pipes. These pipes are so placed as to be above the line of any ordinary flood. One arched sewer opening of 9 feet 1 inch was built through the wall just below the gas house. The alleys just north of Gay street drain into the Falls through 20-inch iron pipes. The right of the city to prevent the erection of buildings on top of the walls has been vindicated after considerable difficulty, as the Commission knows, and I am convinced that the firmness of the Commission on this point has already prevented much trouble and will prevent much more in the future, the rights of the city having been up to this time practically ignored by the property holders. Iron guards have been placed on the walls at all street and alley crossings. The abutments of Gay-street bridge are included in the work of gang No. 1, and involved a great deal more time and cost than the ordinary run of the wall. The eastern abutment we had to excavate a place for out of the masonry of the original arched bridge abutment, which must be 25 feet thick, and built very solidly. We used in this case the old timber foundation, which was found to be in excellent order. The

western abutment we partially rebuilt, and put a new face to it.

Gang No. 1 also removed the old Gay-street bridge to make way for the new structure, besides excavating a large portion of the earth left in the Falls when we cut off the bend at Musgrave's tannery.

It is to be regretted that we were not able to rebuild the wall under Kohler's stable, on the east side just below Hillen-street bridge, which is the only break in the new work, but the last administration was unable to settle with him under the condemnation ordinance No. 121, of May 20, 1880, whilst the present Commission was equally unsuccessful in an effort to purchase the ground for any reasonable sum from him within the past few months.

I would call the attention of the Commission to the fact that the location and construction of the new wall on the west side, from the north end of the gas-house down to Gay-street bridge, has created a strip of new ground which would seem to belong to the city; the owners binding on this stretch of wall received handsome compensation for possible damages, which never accrued, as the new wall, for a distance of 342 feet, is built in the bed of the Falls, some distance outside of the old wall. This strip of newly made ground consists of a clear gain along the gas-house property of 963 square feet; along the stables occupied by the Odorless Excavating Company, of 1026 square feet, and along the property owned by Mrs. E. Holbach, of 450 square feet.

I would suggest that in the case of those who received damages, the newly-made ground might be deeded to them by the city for the return of the money paid them as dam-

ages. All this is based upon the premise that the city owns the newly-made ground.

Below will be found a table of work done on the walls during the past year, and also a summary of work done on the walls since their commencement.

Work for the year 1882—done by the day.

GANGS.	Lineal Feet.	Cubic Yards.	No of Piles.	Lumber B. M.
Gang No. 1.	369′ 4″	868.73	380	11,682
Gang No. 2.	467′ 7″	1345.33	360	11,280
Gang No. 3.	311′ 7″	2592.39	.....	.....
Totals.....	1148′ 6″	4806.45	740	22,962

Summary of work done by the day on the support walls, from the average date of June 15, 1881, to December 31, 1882, a period of eighteen and one-half months.

GANGS.	Lin. Feet.	Cu. Yards.	Piles Driv'n	Lumber B. M.	Cost.	Cost per Cu. Yard.
Gang No. 1.	759′ 4″	2028.6	780	23,800	$39,068 88	$19 25
Gang No. 2.	807′ 7″	2362.2	560	17,296	42,360 19	17 93
Gang No. 3.	451′ 7″	3857.99	....	.....	48,191 01	12 49
Totals....	2018′ 6″	8248.79	1340	41,096	$129,620 08	$15 71

The above lumber is only that used for permanent works, and does not include a great deal used for temporary purposes, much of which is now on hand.

The quality of the work done by the day does not require much comment. It has been most faithfully done, and will bear comparison with any government work in the country.

The average cost of the work I estimated at $15 per yard, including foundations. It has cost $15.79.

When we began this work in the spring of 1881, stone was put up in price $2 per yard above what it would have cost a year earlier, and it has staid up ever since. Cutter's wages have also been advanced.

The cost per yard given in the above table covers many things. We have had to care for private property very carefully, especially on the lower Falls, rebuild fences, dig privy pits, clean out privies, repair yards, build support walls for yards, and do many things besides build the new walls, all of which enter into cost.

Gang No. 1, for instance, has been charged with the time of all the carts and horses required to haul away the dirt from the cut through Musgrave's tannery.

In addition to these matters, the moving of our derricks along the bed of the Falls, and the placing of the guys wherever we could contrive to get them among the streets and buildings has been a very costly item, and has been accomplished without any accident therefrom to any one.

We have on hand at this time tools and machinery belonging to the different gangs, as follows:

Gang No. 1, valued at	.....	$3,255 94
Gang No. 2, "	.....	2,417 79
Gang No. 3, "	.....	2,384 33
Total	.....	$8,058 06

This value is present value after deducting wear, tear and losses to date. A complete inventory of the tools and machinery on hand is enclosed.

In closing this account of the work done by the day, it is but right to state that the foremen and the men have done their duty faithfully, and that we now have a seasoned and skillful force of men on hand for future work.

Gang No. 3 is pushing ahead at Chase street with the wall as fast as weather permits.

Gangs Nos. 1 and 2 are at present cleaning out the large banks of dirt from the bed of the Falls just below Gay street, and will be put on the construction of the new walls, between Gay and Fayette streets, as soon as the condemnation is completed and the ground is in our possession.

2d. The erection of the superstructure of Gay-street bridge; one-half of the old bridge was removed; the new west abutment rebuilt, and the erection of one-half of the new bridge begun on May 1, 1882; it was thrown open to traffic on July 1, 1882.

The second half of the old bridge was then taken down, the west abutment finished, and the balance of the new bridge erected by September 9th. The whole structure was then thrown open to traffic, and is as solid and substantial as could be desired. The tracks of the City Passenger Railway were laid on an iron foundation, the drawings for which were furnished from this office and executed by the railway company. The carriageways of the bridge are paved with granite blocks, and the footways with concrete stone of Portland cement, making an indestructible floor. Gay-street bridge is now complete, with the exception of the painting, which has been interfered with by the weather, and may not be entirely finished until spring. With this exception everything has been paid for, and foots up to date

the sum of.....	$26,374 79
Less the sale of old iron.....	1,228 00
Net cost of superstructure.....	$25,146 79

3d. The motive power for drawbridge.

On March 1st of the present year the plans for an hydraulic engine for turning the drawbridge were submitted by your engineer to the committee appointed by the last Council to investigate the matter, and in spite of considerable opposition from those who wanted a steam engine, were adopted.

On May 15, 1882, the contract to furnish and erect the engine was let to Messrs. Snowden & Cowman, they being much the lowest bidders.

On September 12, 1882, the engine being finished, the draw was successfully operated, and barring the breakage of the wire rope on two occasions from unskillful handling and badly proportioned valves, which have since been remodeled, the draw has been worked with perfect success ever since. It is now opened in one minute, and could be opened in much less time if it was safe to do it. When opened by hand it took five minutes. A neat and comfortable house has been erected over the engine, and sueh precautions are taken as will insure freedom from the bad effects of freezing. The cleanliness, noiselessness and the ease of operating this engine are very satisfactory, whilst the city water supplies all the power.

The cost of the motive power is $4,000, which is the sum appropriated out of the Jones' Falls fund for this special purpose.

I now submit to the Commission the entire expenditures on the improvement of Jones' Falls, from my appointment

as engineer to the Commission, in October, 1878, to December 31, 1882.

STATEMENT OF COST OF WORK.

Calvert-street Bridge:

Substructure	$76,566 54
Drain-wells, end pedestals, &c.	1,929 57
Superstructure, complete	141,301 04
Total	$219,797 15

City Dock Drawbridge, and Approaches:

Substructure	$15,000 00
Land damages on north approach	6,871 00
Superstructure	14,500 00
Motive power	4,000 00
Total	$40,371 00

North-street Bridge:

Substructure	$34,329 73
Paving approaches, &c.	2,368 42
Superstructure	42,292 63
Total	$78,990 78

St. Paul-street Bridge:

Substructure	$ 60,762 63
Land damages, north abutment	7,000 00
Approaches	6,113 00
Superstructure complete	276,788 10
Total	$350,663 73

Pratt-street Bridge:

Tearing out old work	$ 1,853 85
Substructure	6,766 03
Superstructure	34,037 88
Total	$42,657 76
Less from sale of old material	600 00
Balance	$42,057 76

Chase-street Bridge:

Substructure	$34,430 05
Rock excavation, drain pipes, &c	1,132 85
Paving east approach	521 62
Superstructure, complete	31,403 05
Total	$67,487 57

Gay-street Bridge:

Superstructure complete	$26,374 79
Credit by sale of old bridge iron	1,228 00
Balance	$25,146 79

Cost of the substructure included in the statement of cost of support walls.

Equipment Account:

Value of tools, engines, derricks, pile-drivers rope, &c., &c., on hand at this date	$8,058 06

N. B.—Wear and tear on equipment added in cost of the improvement.

Engineering Expenses and Office Rent:

Salaries of engineer in charge and of office and field employees, and office rent since the commencement of work under my charge.....	$22,611 00

Which amounts to $2\frac{35}{100}$ per cent. on the value of the work done.

Miscellaneous Expenses:

Purchase of office materials.....	$225 08

Jones' Falls Improvement—New Support Walls.

Gang No. 1.....	$39,068 88
Gang No. 2.....	42,360 19
Gang No. 3.....	48,191 01
Total.....	$129,620 08
Grand total of expenditures.....	$985,029 00

The amount of money distributed on pay-rolls to men employed on the new support walls, under the system of days' work, has been $57,254.54.

In winding up this report, a few suggestions which occur to me in connection with the general improvement of the falls may not be out of place.

One of the troubles connected with any very great flood in the future, now that the walls are continuous and reasonably water-tight, would be the backing up of water into the low-lying streets, through the sewers, which empty themselves at intervals. Of course, the only radical cure for this is to cut them off from the Falls entirely, and construct in-

tercepting sewers, which shall conduct the flow into the harbor. In the meantime, however, flaps might be put over the openings through the walls, which in time of flood could be dropped, and thus measureably prevent the backing up through the streets. This duty could be performed by the police. As to the numerous drain-pipes which run through the walls, they are generally high above the stream, and can be plugged by the residents who use them.

The foul condition of the Falls, which is best known to those who have worked in its bed, can never be remedied until privies are cut off from it, and manufacturers are forbidden to empty their waste into it. It is furthermore the recipient of all sorts of garbage and debris thrown into it over the walls, especially along the line of Harrison street, where it is evident that the garbage carts collect but little, if any, refuse of any kind; the wall is too convenient. The improvement which has taken place at the Gay-street crossing since the building of the new walls and the bridge, and the regrading and paving of the street, is most gtatifying; new and handsome structures have been put up at three of the corners; the lots have been graded, and substantial back buildings have been added to several of the Harrison-street houses, not on the walls, but inside and against them. When the new wall is finished to Fayette street, this section, now so repulsive, will be hardly recognizable, for one improvement always stimulates the making of others. In connection with the execution of work by day's labor, and the necessary accumulation of valuable tools and machinery for its execution, it is very evident that the city should have some place for the storage of the said tools and machinery. Some place should be leased where these things can be stored; even a vacant lot where sheds could be put up would answer

the purpose. At it is now, we have no place for storage. I have rented a small house on Harrison street at $15 per month, which answers just now, but it will be needed in the spring by the owners for improvement, and it will then have to be given up.

The inventory of tools herewith submitted, valued at over $8,000, shows what we have to take care of. The City Commissioner's department has also a large amount of stuff to care for.

As to the future of the improvement, there are several matters which could be done with great benefit to the city.

There is no reason why the scope of improvement of the Falls should not extend from the mouth to the city limits. All are equally interested in its development, and all are taxed to pay the interest on its bonds. The extension of the walls northward is now and will become more and more a matter of necessity. This need only be done along the western bank, as the railroad company own the entire front on the east and north, and, indeed, on the west also for some distance south of North avenue. Belvidere dam should also be removed, so that the immense deposit of foul mud held up by it can be washed out, and the rock and gravel of the original bed exposed. On the lower Falls, with the extension of the new wall to and a little below Fayette street, all this class of work may be said to be complete to the mouth, as all the bridges have been renewed and the walls rebuilt, except under a few large and important buildings. The original ordinance No. 131 of November 9, 1874, it is true, covers the construction of a sewer on the west side which shall drain the low grounds from about Centre street south into the basin. Such a sewer would be of great value to that section, and would close all sewer openings through the west wall of the Falls; but as the city

must, before many years, adopt some general system of sewerage, it is questionable policy to build at this time an expensive work which may not fit into such a system.

The original ordinance also contemplated the filling up of the submerged district, so called, but this is practically barred by the enormous cost involved.

There is one other matter collaterally connected with the improvement which occurs to me, in addition to the extension of the walls, and that is the necessity at no distant day of a viaduct along Madison street, by which the street traffic can cross the rapidly multiplying tracks of the Northern Central and Western Maryland Railroads. The railroad companies have full possession of the valley at this point, and the crossing is daily becoming more dangerous. A viaduct starting from Hargrove alley could be readily constructed so as to cross all the tracks 18 feet above them, the bridge at the Falls being *lifted* to correspond, the grade of the viaduct would again reach the ground on the east side somewhere along the jail wall. At present, Eager street is the only safe east and west thoroughfare in that vicinity. Monument street is not susceptible of improvement in this way, and never will be much used, the tracks are too numerous, and they not only cross, but run along it, nor are the grades on either side favorable.

I herewith enclose a complete inventory of tools and machinery on hand, also tracings showing the elevations and cross sections of the new support walls as far as completed since June, 1881.

Respectfully submitted,

C. H. LATROBE,
Engineer Jones' Falls Commission.

DO NOT CIRCULATE

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